

Gaining in Popularity
PRINZ LUDWIG
LIGHT PILSENER BEER
OF EXCELLENT QUALITY.
Per Case of 6 Dozen Flats
\$16.00.
Sole Agents:
H. Price & Co.,
15, Queen's Road.

The China Mail.

ESTABLISHED 1845.

DISTILLERS CO., LTD.
EDINBURGH.
OLD TOM
AND
D. C. L.
DRY GINS.
Per Dozen \$8.50.
Sole Agents:
H. Price & Co.,
15, Queen's Road.

No. 13,187.

號七月七年九零百九千一英

HONGKONG, FRIDAY, JULY 7, 1905.

日五初月六年巳乙

PRICE, \$3.00 Per Month.

INSTITUTE OF HYGIENE CERTIFICATE.

THIS is to Certify that the LAGER BEER of Messrs JOHN JEFFREY & CO. of Edinburgh has been passed by the Examining Board of the Institute of Hygiene as fulfilling the Standard of Purity and Quality required by them.
Issued this Second day of January, 1905.

PRICE:
\$18.50 PER CASE OF 7 DOZ.
PINTS.

MACEWEN, FRICKEL & CO.,
Sole Agents.
Hongkong, July 4, 1905.

Intimations.



NAVY CONTRACT.

TENDERS are invited for the supply of LABOUR and LUMBER in connection with the COALING of H. M. FLEET, etc., at Hongkong for a period of 12 months from the 1st August, 1905.
Forms of tender can be obtained on application to the NAVAL STORE OFFICER, H. M. Naval Yard, Hongkong, and should be returned not later than NOON on 19th July, 1905.
Hongkong, July 5, 1905.

NOTICE.

WE have this day authorized Mr. CARL ROBERT LENZMANN, to Sign our Firm from this date.
CARLOWITZ & CO.
Hongkong, July 5, 1905.

WANTED.

A COMPRAHORE by a European Firm doing Piece Goods and General Business. Must furnish Security for \$40,000.
Apply
"R. S. T."
Care of "CHINA MAIL" OFFICE.
Hongkong, July 5, 1905.

D. MAHER.

77, WYNDHAM ST., HONGKONG.
ALL KINDS OF SEWING MACHINES BOUGHT, SOLD or EXCHANGED.
Repairs executed, expert advice given on all classes of Sewing Machines.
Orders by Post Receive Prompt Attention.
Hongkong, July 5, 1905.

ANNOUNCEMENT.

HAVING RESIGNED my Position as Manager of VICTORIA HOTEL, Canton, I now Accoutant my Sincere gratitude to the distinguished gentleman constituting Canton Consular Service for Courties and good Offices, and to Shanghai Municipal Council for constant generous consideration, and my best thanks to Canton, British and Foreign Communities for liberal support to me while there.
A. FONSECA,
Late Manager,
Victoria Hotel.
Hongkong, July 5, 1905.

COMMERCIAL UNION ASSURANCE CO., LTD.

ASSETS EXCEED \$10,000,000.
FIRE, MARINE, TYPHOON, ACCIDENT, PLATE GLASS INSURANCE and FIDELITY Guarantee Policies issued at Lowest Current Rates.
W. H. TRENCHARD DAVIS,
Branch Manager & Underwriter.
Hongkong, June 9, 1905.

THE POPULAR SCOTCH IS "BLACK & WHITE"



JAMES BUCHANAN & CO.
Whisky Distillers
By Appointment to
H. M. THE KING
and
HER MAJESTY THE PRINCE OF WALES
Supplied at all the Leading Hotels and Restaurants, and to be obtained from **LANE, CRAWFORD & CO.,** Queen's Road Central.

Business Notices.

W. S. BAILEY & CO.

SOLE AGENTS FOR
THE PULSOMETER ENGINEERING CO., LD.
STEAM PUMPS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HOKAN, 2,383 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,200 tons, Captain R. D. Thomas.
s.s. HANKOW, 2,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain J. J. Leslie.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao on week days about 2 p.m. (See Special Summer Time Table).
Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
This steamer leaves Canton for Macao every Tuesday, Thursday and Saturday at 8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m.

JOINT SERVICE OF THE H.K. & C. AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION COMPANY, LTD., AND THE INDO-CHINA STEAM NAVIGATION COMPANY, LTD.

Canton-Wuchow Line.

s.s. SAINAM, 588 tons, Captain W. A. Valentini.
s.s. NANNING, 569 tons, Captain O. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin accommodation and are lighted throughout by electricity.
Further particulars may be obtained at the Office of the:

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel, Or of BUTTERFIELD AND SWIRE,

Agents, **CHINA NAVIGATION CO., LTD.**

HOTEL BALTIMORE (LATE HOTEL AMERICA)

2, WYNDHAM STREET.
A FIRST-CLASS HOTEL under European Management. NICELY FURNISHED, AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf.
TERMS REASONABLE. Apply, THE MANAGER.
Hongkong, June 21, 1905.

PELHAM HOUSE.

PRIVATE HOTEL, CENTRALLY SITUATED. THREE MINUTES' WALK FROM POST OFFICE. SPECIAL TERMS FOR MONTHLY BOARDERS. RATES MODERATE.
29, WYNDHAM STREET.
Hongkong, September 6, 1904.

LANE, CRAWFORD & CO.

'VETO' GOLOSHES

LADIES \$2.00 PER PAIR. GENTLEMEN'S \$2.50 PER PAIR.
SMART APPEARANCE, LIGHT WEIGHT, EASILY ADJUSTED.
Hongkong, June 23, 1905.

REWARD OF \$5,000.

OFFERED by the Undersigned for the Arrest and Conviction of any person or persons who are in the habit of Smuggling large Quantities of Opium into this Colony.
CHIN JOO HENG CO.,
OPIMUM FARMER.
Hongkong, June 19, 1905.

NIPPON LAUNDRY.

No. 53 and 53, PRAYA EAST.
ALL Work done in this Establishment is promptly executed. Neatness a Specialty. Ironing and Washing done by experienced Japanese. Prices Moderate.
G. MONYEE, Proprietor.
Hongkong, February 13, 1905.

THE GREEN ISLAND CEMENT CO. LIMITED.

NOTICE.

SHAREHOLDERS are reminded that the FINAL CALL of \$10 per Share on the new issue of Capital is due on the 30th June, 1905.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, June 26, 1905.

SELECT BOARD & RESIDENCE

AT 'BRAESIDE'.
A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large, Airy and nicely Furnished Bedrooms, every home comfort. Fine view of the Harbour. Terms Moderate. Apply to
Mrs. F. W. WATTS,
BRAESIDE, 30, MACDONALD ROAD, (Late of TANG YUEN).
Hongkong, June 19, 1905.

WASHING BOOKS.

(In English and Chinese).
WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, 31 each.
CHINA MAIL OFFICE.

CARLTON HOUSE HOTELS, No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS. COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY. FOR TERMS, APPLY TO THE MANAGER.

OHEE WING & CO. 28 & 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN ALL Sorts of COPPER, BRASS STEEL IRON WARE, &c. STEEL GIRDERS and TEES.

CORRUGATED IRON, FIG IRON, &c. Suitable for SHOPS, ENGINEERS and HOUSE BUILDERS.
Hongkong, May 29, 1905.

MEH OHEUNG,
HIGH-CLASS PHOTOGRAPHER. Developing and Printing for Amateur. ENLARGEMENTS A SPECIAL FEATURE.
BRANCH HONGKONG HOTEL CORRIDOR.
Hongkong, June 19, 1905.

Business Notices.

BELL'S ASBESTOS

EASTERN AGENCY, LTD.

ENGINE PACKINGS AND JOINTINGS

FOR HIGH OR LOW PRESSURES.

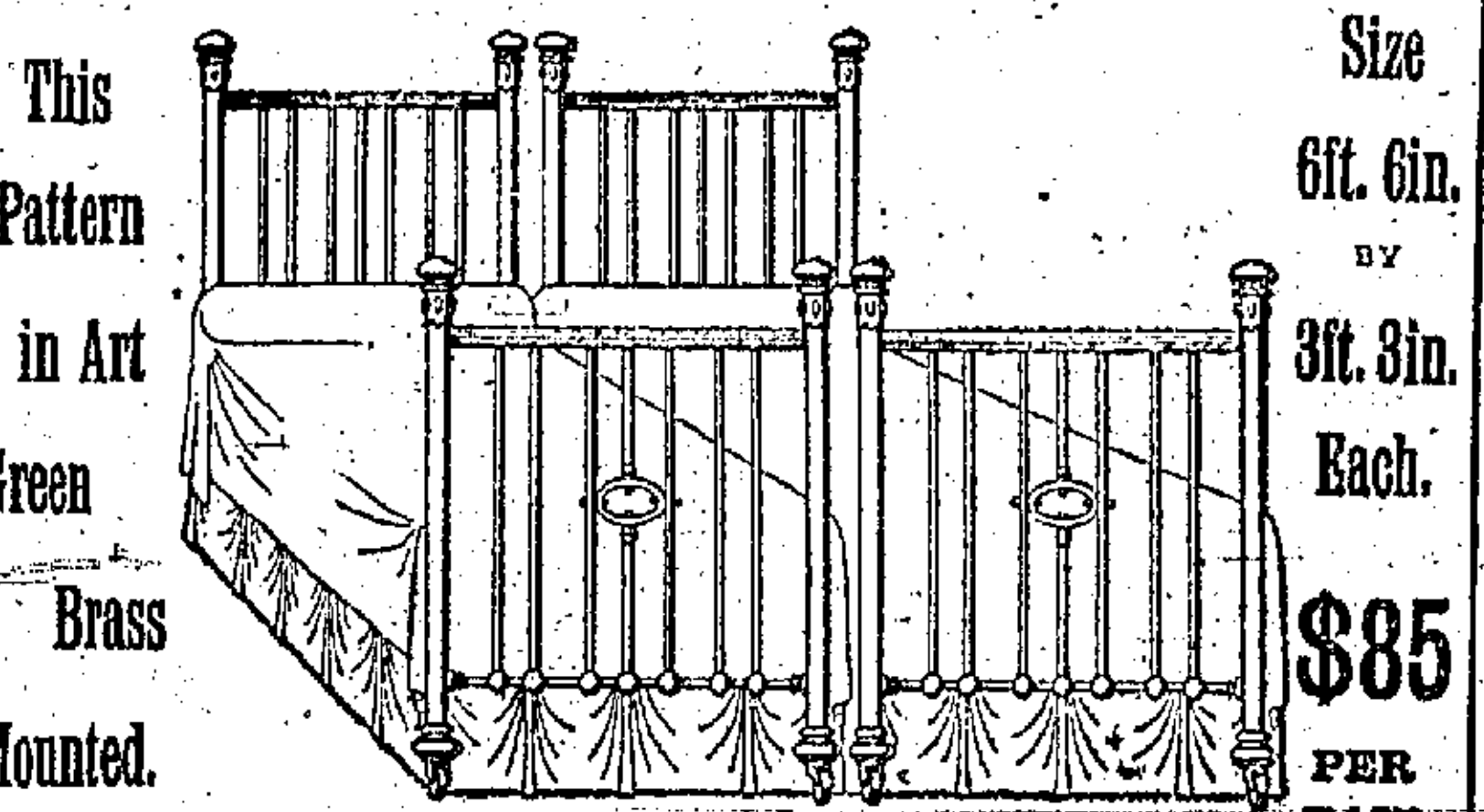
PUMP PACKINGS.

OFFICE AND SHOW ROOM: 6, DES VŒUX ROAD.

LANE, CRAWFORD & CO.

TWIN BEDSTEADS

IN BRASS AND ENAMELLED ART COLOURS.



LANE, CRAWFORD & CO.

The Peak Hotel.

ADAMANTLY SITUATED AT VICTORIA GAP. Adjoining the Tramway Terminus, 1,400 feet above Sea Level. OPEN to the South Winds in Summer and protected from the North-East Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.
A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.
TERMS:—From 12s. per day. TOWN OFFICE:—3, DUNDRELL STREET.
Hongkong, March 27, 1905.

STAG HOTEL,

148, QUEEN'S ROAD CENTRAL. A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED, WELL FURNISHED AND AIRY BEDROOMS. Monthly Boarders accommodated on very Moderate Terms. For Particulars, apply to THE MANAGER.
Hongkong, November 3, 1904.

N. LAZARUS, 10, D'AGUILAR STREET, HONGKONG.

OPTICIAN. EIGHT TESTED FREE LENSES GRIND ON THE PREMISES. A. S. TUXFORD, Manager.
Hongkong, October 1, 1904.

D. NOMA, TATTOOER,

80, QUEEN'S ROAD CENTRAL. THE Public are informed that my Parlours are open from 9 A.M. till 9 P.M. My 32 years' experience in tattooing is a guarantee of good work and prompt execution. My Outlines are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of High Rank. Prices Moderate and satisfaction guaranteed as attested by 3700 Recommendations which I have received from all Sources.
Hongkong, August 2, 1904.

CLARK'S STUDIO, 4, ICE HOUSE STREET.

PORTRAITURE IN ALL STYLES. AMATEUR WORK A SPECIALTY. Hongkong, October 5, 1904.

CARLTON HOUSE HOTELS, No. 8 and 10, Ice House Road.

EXCELLENT FURNISHED ROOMS. COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY. FOR TERMS, APPLY TO THE MANAGER.

OHEE WING & CO. 28 & 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN ALL Sorts of COPPER, BRASS STEEL IRON WARE, &c. STEEL GIRDERS and TEES.

CORRUGATED IRON, FIG IRON, &c. Suitable for SHOPS, ENGINEERS and HOUSE BUILDERS.
Hongkong, May 29, 1905.

MEH OHEUNG,
HIGH-CLASS PHOTOGRAPHER. Developing and Printing for Amateur. ENLARGEMENTS A SPECIAL FEATURE.
BRANCH HONGKONG HOTEL CORRIDOR.
Hongkong, June 19, 1905.

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

Hongkong, March 7, 1905.

FAIRALL & CO.

SEASON'S NOVELTIES

IN ALL DEPARTMENTS.

NEW CONSIGNMENT OF

CHILDREN'S SHOES & SANDALS.

DRESSMAKING A SPECIALITY.

22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.
Hongkong, May 20, 1905.

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY.

MODERATE TERMS AND NO EXTRAS.

A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST-CLASS HOTEL, SITUATED NEAR THE BANKS AND PRINCIPAL OFFICES.—EXCELLENT CUISINE AND WINES.

Large and Lefty Rooms Elegantly Furnished. Hydraulic Elevator.

Hot and Cold Water throughout. By electric Ranges for Cooking.

Luncheon Service for Guests.

For Terms, apply THE MANAGER.

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy Bedrooms. Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to THE MANAGER.

Hongkong, August 1, 1904.

'NESTOR' SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT

IN ONE GALLON AND FIVE GALLON TINS,

THE VICTORIA DISPENSARY,

Queen's Road Central, Hongkong.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

LEADING BOOKS.

| | |
|--|-------|
| Collins' Graphic English Dictionary | 2.80 |
| Illustrated with Numerous Engravings, and 18 Full Page Coloured Plates | 1.50 |
| The Arabian Nights Entertainment | 1.50 |
| Gulliver's Travels | 1.50 |
| Esop's Fables: Fully Illustrated | 1.50 |
| Grimm's Fairy Tales: Illustrated | 1.50 |
| Pears' Cyclopaedia | 1.50 |
| Chamber's Concise Gazetteer of the World | 6.50 |
| Japan in Pictures, by Douglas Sladey | 2.80 |
| The Pocket Atlas of the World | 1.50 |
| Corral Roofs, by Darwin | 1.50 |
| Brassie's Naval Annual, 1905 | 18.00 |
| Pictures of the Year, 1905 | .80 |
| Macao, by J. Dyer Ball | 1.50 |
| Whitaker's Poetical Dictionary | 2.80 |
| Collins' Gem Pocket Dictionary | .80 |
| New Book of Views of Hongkong, Canton and Macao: 24 Views | 1.00 |
| A Set of Post Cards, 28 for | 2.80 |

KUPPER'S PILSENER BEER.

The best PILSENER in the East; ask

for Kupper, and see that you get it.

Telephone No. 75.

Caldbeck, Macgregor & Co.,

SOLE AGENTS.

15, QUEEN'S ROAD CENTRAL.

Hongkong, July 3, 1905.

RAILROADS IN CHINA.

U. S. Consul-General J. W. Ragsdale, at Tientsin, has submitted to his Government what he believes to be a complete schedule of railways constructed and projected in China.

RAILWAYS CONSTRUCTED.

Eastern Chinese—Russian money loaned by France; from Siberia to Yankow. The Chinese Government has 5,000,000 taels invested in this road.

Southern-Manchuria—Russian capital; from Yinkow to Port Arthur and Dalny.

Chingchi—From Peking to Tientsin, eighty miles; British capital and 2,000,000 taels of Chinese capital.

Chingchi—British capital; from Tientsin to Shanhaiwan, 131 miles.

Kwanai—British capital; from Shanhaiwan to Haimintun, 240 miles, costing 16,000,000 taels.

Kwanai Chihli—Branch lines beyond Shanhaiwan; one from Chihli to Haimintun; one from Niubo to Nanping coal mines, costing 1,500,000 taels.

Chingchi—Belgian and French capital; from Tientsin to Peking. This is a portion of the Luan line.

Luan—Belgian and French capital; from Lukuchiao to Hankow 933 miles; capital 40,000,000 taels of which 13,000,000 taels is owned by the Chinese Government.

Luan branches—From Linho to Chukientai in Fanchow district, nine miles; from Jangtsu to (1) Kaifeng, 67 miles; to (2) Huanan, 83 miles; from Yencheng to Chukientai, 49 miles; capital 1,700,000 taels.

Sungchi—Belgian and French (British) capital; from Shanghai to Wusung, 10 miles. Paid from the Luan money.

Kiaochi—German capital; from Kiaochow to Chinanfu, 343 miles; capital 15,000,000 taels.

Lungchao—French capital; from Lungchao in Kwangsi, to Annam, fifty miles; capital 9,000,000 taels.

Chengtai—Russian, with French capital; from Chingchi, in Chihli, to Tientsin, in Shanai, 167 miles; capital 6,840,000 taels.

Tuehnan—United States; from Canton to Hankow, 600 miles; capital 40,000,000 taels.

RAILWAY CONCESSIONS GRANTED BY CHINA.

Chinchen—To England and Germany; from Tientsin to Chinkiang, 600 miles; capital 27,400,000.

Branch lines—From Tientsin, in Shantung, to Chingchi, in Chihli, and from Chingchi, in Shantung, to Kaifeng, in Honan.

Huning—To England; from Shanghai to Kiangling, 233 miles; capital 23,000,000.

Suhangyung—To England; from Suchow to Hangchow and to Ningpo, 1677 miles.

Chingchi—To England; from Canton to Kowloon 90 miles.

Pukin—To England; from Pukin, in Kiangling, through Anhui, to Hsinyang, in Honan, 333 miles.

Tienyueh—To France; from Annam to Mengtzu and Yunnan. The Chinese Government has 1,000,000 taels invested in it.

Yunnan—To England; one from Tientsin to Yunnan, to Burma, and one from Shantung to Burma.

TWO CAPE COLONIALS

Center of Indentation by Mother Seigel's Syrup, after three years of suffering.

No man or woman living in Stellenbosch or Queenstown, Cape Colony, and who is afflicted with indigestion in any form, should suffer any longer if they will read the following letters of Mr. Bernard John Seigel and Mrs. Ada Seigel, and get upon the information and advice which these letters contain. The advice is to buy and use Mother Seigel's Syrup.

Mr. Seigel's Syrup is a medicine which is to be used by all who are afflicted with indigestion, but each had endured three years of suffering from the unfortunate condition of their stomachs before they found the remedy which finally relieved them. It is an old saying, "What is one man's meat is another man's poison," and so ordinarily it is with medicine. But Mother Seigel's Syrup has cured hundreds of thousands of cases of indigestion in all of the many forms it assumes and with all the varieties of symptoms. Just look over these two letters and you will perceive that different symptoms are mentioned by the writers, but the complaints gave way before the curative power of this sovereign remedy, after other medicines and even medical attendance had failed.

Mr. Seigel lives at Railway Station, Stellenbosch, and is a Colonial, born in Cape Town. He is now a goods foreman in the service of the Cape Government Railway. In his letter, dated December 23, 1904, he says, "For over three years I suffered all the tortures of acute indigestion. My appetite was very poor, and after meals I had severe pains and a weighty feeling on my chest. I got little sleep at night; I would wake up at night, feeling quite clammy, and during the day my food would not digest. As though the blood had left every part of my body and rushed to my head. After these troubles I always felt weak and depressed. I obtained medical advice, but the medicine I took might as well have been thrown away."

"A friend of mine advised me if I had used Mother Seigel's Syrup. I remembered, at once, seeing on our station platform a plate reading: 'Mother Seigel's Syrup Cures Indigestion, and I immediately decided to give it a trial. I bought a bottle of the Syrup at Seigel's Chemist Shop, and I am pleased to say, after finishing the first bottle I felt relieved and decided it would cure me, and my decision was correct, as I stand by Mother Seigel's Syrup for indigestion, as mine was very severe, and I will always speak well of it."

Mrs. Seigel lives in Komani Square, next to Dept. Native Location, Queenstown, C.O., and her letter is dated January 18th, 1905. She is a native of Africa, O.C., and was born on her father's farm, known as Poppo's Kloof, not far from the Cape. She writes, "I suffered from severe pains under my heart, caused by the pressure of wind in my stomach and intestines. These pains always attacked me after meals, and distressing headaches always came with them. My bowels were never in real good order, having at all times to resort to purgatives. I could retain nothing in my stomach, and became worse day after day. My condition became so serious that it was necessary to obtain medical advice, but I derived no actual benefit from the medicines prescribed for me."

"I heard of Mother Seigel's Syrup whilst living in Cockhouse, and there commenced taking the Syrup with splendid results. After taking four bottles and using two Poppo's Kloof, my old strength and good health, and it was due only to Mother Seigel's Syrup. I have recommended it to several of my friends."

A unique feature of the "Bangkok Times" is the Siamese version. This advertisement is enabled to talk as it were with the Siamese in their own tongue without knowing one word of it, the "Bangkok Times" doing the translations required.

Literary communications should be addressed to the Editor. Business communications to the Manager. Cheques and Post Office Orders in favour of Manager, "Bangkok Times."

Order booked by MANAGER, China Mail.

Subscription, Daily (postage extra), 6 cents 50 a year.

Advertisements Rates: For inch (8 lines), 50 cents; one insertion; 10 cents 50 a week; three insertions; 14 cents 50 a week; subsequent months, 12 cents 50 a week.

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Order booked by MANAGER, China Mail.

THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS OF LIQUOR served with Meals. Special Rates to Monthly Boarders.

No. 51, DES VŒUX ROAD CENTRAL.
Hongkong, March 14, 1905.

HOTEL METROPOLE,
THE FAVOURITE AND POPULAR SUMMER RESORT.
UNDER ENTIRELY NEW MANAGEMENT.

SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept. Everything sold true to name and label. Draught Beer drawn from the Wood.

BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY.
J. H. NEWBOLD, Proprietor.
Hongkong, April 1, 1905.

ESPECIAL OLD TOM GIN.
MARSHALL AND ELVY'S

SATINETTE
(REGISTERED)

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—
THE MUTUAL STORES,
DES VŒUX ROAD.

Hongkong, May 17, 1905.

FOR CANTON.
THE new and fast Twin-Screw Steamer **SAN CHEUNG**, 951 Tons, Captain J. McGINTY, will leave for Canton at 2 P.M. on SUNDAY, TUESDAY and THURSDAY and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation, Electric Light, and perfect cuisine. What at Hongkong near Harbour Office.

First-class Fare, \$8 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD.
No. 138, Connaught Road Central, Hongkong, April 1, 1905.

STEAM TO CANTON.
THE new Twin Screw Steel Steamer **KWONG CHOW**, 1,399 tons, Captain J. P. MARTIN, will leave HONGKONG for CANTON at 5 P.M. Every Evening (Saturday excepted).

Leave CANTON for HONGKONG about 5.30 o'clock Every Evening (Sunday excepted).

These new steamers have excellent accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First-class Cabins.

Passage Fare—Single Journey...\$4.00 Meals...\$1.00 each. The Company's Wharf is a short distance West of the Harbour Master's Office.

SHU ON S.S. CO., LTD.
AND
YUEN ON S.S. CO., LTD.
No. 8, QUEEN'S ROAD WEST, Hongkong, June 26, 1905.

HONGKONG-MACAO LINE.
S. S. "WING CHAI," CAPTAIN T. AUSTIN, R.N.R.

THIS Steamer departs from HONGKONG on SUNDAYS at 8.30 A.M. Departs from MACAO on Week Days about 2.30 P.M., and on Sundays at 5.30 P.M.

Fares:—Week Days 1st Class, including cabin and servant, Single \$3, Return Ticket \$5. 2nd class \$1, 3rd Class 50 Cents.

Every Sunday there will be an Excursion, at the following rates:—1st and 2nd Class Single Ticket \$1, Return \$2, 3rd Class, Single 30 Cents, Return 40 Cents, Steerage 10 Cents.

Any Meals can be supplied on Board at a charge of \$1.00 per Meal. On Sundays, Passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First-class Passengers who do not care to return on the Excursion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler Cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Ship is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG COY.,
81, Queen's Road Central, Hongkong, June 1, 1905.

Bangkok Times.
THE LEADING NEWSPAPER IN SIAM

And widely circulated in Malaya, Coochin China, the Straits Settlements, and Burma.

A DAILY NEWSPAPER, with a weekly Mail Edition (20 pp.)

SUBSCRIPTION, DAILY (postage extra), 6 cents 50 a year.

Advertisements Rates: For inch (8 lines), 50 cents; one insertion; 10 cents 50 a week; three insertions; 14 cents 50 a week; subsequent months, 12 cents 50 a week.

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AUCTIONS.

IN THE SUPREME COURT OF HONGKONG.
ORIGINAL JURISDICTION.

ACTION No. 85 of 1905.

TO BE SOLD BY PUBLIC AUCTION BY Order of the Supreme Court of Hongkong and with the approval of ANTHONY SETH, Esquire Registrar of the Supreme Court of Hongkong, pursuant to the order for sale made in the above action and dated the 14th day of April, 1905.

THE VERY VALUABLE LEASEHOLD AND RECLAMATION PROPERTY situated at Victoria in the Colony of Hongkong,

on **MONDAY,** the 17th day of July, 1905, at 3 o'clock P.M., at Messrs HUGHES and HUGH, Rooms, Des Vœux Road Central,—

In One Lot being All that right of equity of Redemption of and in Sections A and B of Marine Lot No. 236 and the Reclamations thereto, together with the messuages or tenements thereon known as Nos. 188, 190, 192, and 194, Wing Lok Street, and Nos. 36, 37, 38 and 39, Connaught Road West Hongkong.

The property is more particularly delineated on a Sale plan thereof which can be inspected at the offices of Messrs JOHNSON, STOKES AND MASTER, Solicitors for the Vendor.

Sections A and B of Marine Lot No. 236 are held from the Crown for the residue of a term of 999 years from the 25th day of June, 1879, granted by a Crown Lease dated the 7th February, 1879.

The Praya Reclamation to Sections A and B of Marine Lot No. 236 are held upon and under the terms and stipulations of the usual reclamation Agreement.

The area of the whole of the said property is 7154 square feet.

The Crown Rent in respect of the whole property is \$127.40.

For further particulars and conditions of sale, apply to

Messrs JOHNSON, STOKES AND MASTER, Solicitors for the Plaintiffs in the above Action who have the conduct of the said Sale; or to

Messrs EWENS, HARSTON AND HARDING, Solicitors for the Defendant Li Tsung Pak in the said Action; or to

Messrs HUGHES AND HUGH, Government Auctioneers.

Hongkong, July 3, 1905.

PUBLIC AUCTION.
MESSRS HUGHES & HUGH have received instructions to Sell by Public Auction, on

FRIDAY, the 21st day of July, 1905, at 3 P.M., at their SALES ROOMS,—

The following **VALUABLE LEASEHOLD PROPERTY** Situate at Mount Kellie, in the Colony of Hongkong, viz:—

1. All that piece or parcel of ground being a portion of the piece or parcel of ground situate at Mount Kellie aforesaid registered in the Land Office as Rural Building LOT No. 76 abutting on the North side thereof on a portion of the said Rural Building LOT No. 76 described on the Sale plan thereof as LOT No. 2 and measuring thereon 330 feet or thereabouts on the South side thereof partly on Crown Land and partly on Government pavilion and measuring thereon 298 feet or thereabouts on the East side thereof on Mount Kellie.

2. All that piece or parcel of ground being another portion of the said Rural Building LOT No. 76 abutting on the North side thereof partly on a portion of the said Rural Building LOT No. 76 and partly on the Crown Land and measuring thereon 240 feet or thereabouts on the South side thereof on another portion of the said Rural Building LOT No. 76 described on the said Sale plan as LOT No. 1 and measuring thereon 330 feet or thereabouts on the East side thereof on Mount Kellie and measuring thereon 163 feet or thereabouts on the West side thereof on Crown Land and measuring thereon 161 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 1 and contains an area of 56,700 Square feet or thereabouts. Appportioned Annual Crown Rent \$18.50.

And

3. All that piece or parcel of ground being another portion of the said Rural Building LOT No. 76 abutting on the North side thereof partly on a portion of the said Rural Building LOT No. 76 and partly on the Crown Land and measuring thereon 240 feet or thereabouts on the South side thereof on another portion of the said Rural Building LOT No. 76 described on the said Sale plan as LOT No. 2 and measuring thereon 330 feet or thereabouts on the East side thereof on Mount Kellie and measuring thereon 163 feet or thereabouts on the West side thereof on Crown Land and measuring thereon 161 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 1 and contains an area of 56,700 square feet or thereabouts. Appportioned Annual Crown Rent \$18.50.

The above two pieces or parcels of ground are held from the Crown for the residue of a term of 75 years from the sixth day of March 1876 created by a Crown Lease of the whole of the said Rural Building LOT No. 76 dated the 3rd day of June 1892.

A Sale plan of the said property can be inspected at the Office of Messrs JOHNSON, STOKES AND MASTER, and at the Auctioneers' Office.

For further particulars and conditions of sale, apply to Messrs JOHNSON, STOKES AND MASTER, Solicitors for the Vendors; or to

Messrs HUGHES AND HUGH, Government Auctioneers.

Hongkong, June 21, 1905.

A RAMBLE THROUGH SOUTHERN FORMOSA.
By G. TAYLOR, I. M. Customs.

With Woodcuts.

[Reprinted from the China Review.]

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EAST PRAYA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Pamphlet Form.

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His Britannic Majesty's Ships on the China Station.

| Name. | Class. | Tons. | Guns. | H.P. | Captain. | Last reported at. |
|-------------|------------------------|--------|-------|--------|-----------------------------|-------------------|
| Alacrity | despatch-vessel | 1700 | 12 | 3000 | Comdr. Richard M. Harbord | Weihaiwei |
| Algerine | ship | 1050 | 6 | 1400 | Rosario | Hongkong |
| Andromeda | cruiser, 1st class | 11,000 | 16 | 16,500 | Capt. R. N. Ommamney | Weihaiwei |
| Arin | torpedo-boat destroyer | 650 | 6 | 7000 | Comdr. R. H. Huxley-Heaton | Weihaiwei |
| Astrea | cruiser, 2nd class | 4350 | 10 | 9000 | Captain L. G. Taitell | Shanghai |
| Bonaventure | cruiser, 2nd class | 4350 | 10 | 9000 | Capt. H. H. Torless | Weihaiwei |
| Bramble | gunboat, 1st class | 710 | 6 | 1800 | Rosario | Hongkong |
| Britomart | gunboat, 1st class | 710 | 6 | 1800 | Rosario | Hongkong |
| Cadmus | water tank and tug | 1070 | 6 | 1400 | Comdr. Lauri | Yantai |
| Cherub | ship | 390 | — | 390 | | Hongkong |
| Clio | ship | 1070 | 6 | 1400 | Comdr. H. D. Wilkin, D.S.O. | Foochow |
| Diadem | torpedo-boat destroyer | 590 | 6 | 7000 | Comdr. H. E. Sullivan, R.N. | Hongkong |
| Erne | cruiser, 1st class | 11,000 | 16 | 16,500 | Capt. H. W. Savory, R.N. | Weihaiwei |
| Etrich | torpedo-boat destroyer | 590 | 6 | 7000 | Lieut.-Comdr. R. H. Bather | Hongkong |
| Evo | torpedo-boat destroyer | 590 | 6 | 7000 | Lieut.-Comdr. A. P. Everett | Weihaiwei |
| Fame | torpedo-boat destroyer | 590 | 6 | 7000 | Lieut.-Comdr. Stevenson | Hongkong |
| Gloria | torpedo-boat destroyer | 590 | 6 | 7000 | Lieut.-Comdr. Stevenson | Weihaiwei |
| Handy | torpedo-boat destroyer | 590 | 6 | 7000 | Lieut.-Comdr. J. May | Shanghai |
| Hart | torpedo-boat destroyer | 590 | 6 | 7000 | Lieut.-Comdr. Richards | Weihaiwei |
| Hecia | torpedo-boat destroyer | 590 | 6 | 7000 | Capt. E. F. B. Charlton | Weihaiwei |
| Hogua | Special Torpedo-vessel | 6400 | — | 2400 | Captain Shortland | Singapore |
| Iphigonia | cruiser, 1st class | 12,000 | 14 | 21,000 | Lieut.-Comdr. G. Symonds | Weihaiwei |
| Ishen | torpedo-boat destroyer | 590 | 6 | 7000 | Lieut.-Comdr. W. H. Darrell | Hongkong |
| Janus | torpedo-boat destroyer | 590 | 6 | 7000 | Lt.-Comdr. E. V. R. Dugmore | Yantai |
| Kinsha | river gunboat | 616 | 4 | 1200 | Lt.-Comdr. E. L. Noble | West River |
| Moorehen | river gunboat | 180 | 2 | 800 | Lieut.-Comdr. J. Kiddie | Weihaiwei |
| Otter | torpedo-boat destroyer | 350 | 6 | 6300 | Rosario | Foochow |
| Pemba | ship | 1015 | 6 | 1400 | Comdr. O. E. Moura | Weihaiwei |
| Rambler | Surveying-vessel | 835 | 6 | 450 | Lt.-Com. R. E. Vaughan | Wen River |
| Rosario | ship | 85 | 2 | 240 | Rosario | Hongkong |
| Sandpiper | river gunboat | 85 | 2 | 240 | Lt.-Com. H. T. Atlay | Weihaiwei |
| Sin | cruiser, 2nd class | 3600 | 8 | 9000 | Capt. G. H. H. Moore | Yantai |
| Snipe | river gunboat | 85 | 2 | 240 | Lt.-Comdr. Davidson | Hongkong |
| Sutlej | cruiser, 1st class | 12,000 | 14 | 21,000 | Captain Wm. L. Grant | Hongkong |
| Tako | torpedo-boat destroyer | 250 | 6 | 6500 | Rosario | Hongkong |
| Tamar | receiving ship | 4500 | 8 | — | Commodore Dickson | Yantai |
| Teal | torpedo-boat destroyer | 180 | 2 | 800 | Lt.-Comdr. E. Leclercq | Weihaiwei |
| Virago | torpedo-boat destroyer | 180 | 2 | 800 | Lieut.-Comdr. A. G. Gregory | Shanghai |
| Waterwitch | surveying ship | 820 | 6 | 6300 | Comdr. J. W. Glenie | Weihaiwei |
| Whiting | torpedo-boat destroyer | 320 | 6 | 6500 | Lieut.-Com. G. W. Thomas | Upper Yangtze |
| Woodcock | river gunboat | 150 | 2 | 500 | Lieut.-Com. Jno. F. Koe | Upper Yangtze |
| Woodlark | river gunboat | 150 | 2 | 500 | | |

* Flag of Vice-Admiral Sir Gerald H. Noel, Commander-in-Chief.

* Ships marked thus should not be shown.

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TANSANA NATURAL MINERAL
WATER Bottled at the
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Tansan Mineral Water Co.,

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For Case of 48 Pints \$5.50

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Crisp,

Delicious,

Invigorating.

Drink

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Renowned

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Strengthening.

THE Original and Genuine J. Clifford-Wilkinson's.

ACTS gently, Acts pleasantly, Acts

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NOTHING like it, for depressed

Spirits.

SIMPLY marvellous.

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Can be obtained at all 1st Class

HOTELS and BARS in the FAR

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Beware of fraudulent

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H. PRICE & CO.,

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SOLE AGENTS FOR HONGKONG.

Hongkong, June 3, 1905.

WM. POWELL,

LIMITED.

ALEXANDRA-**BUILDINGS.****EX. B.S. 'PESHAVER'****NOW ON SHOW.****A NICE SELECTION****OF THE****NEWEST****Millinery**

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ALEXANDRA-**BUILDINGS.**

BIRTH.

On June 30, 1905, at Latham House,

Singapore, the wife of H. M. CLARK,

A. M. Inst. C. E., of a Son.

MEMOS. FOR TO-MORROW.**Meeting.**

11.30 a.m.—Meeting of China Light

& Power Co., Ltd., at the Company's

Office.

Auctions.

11.30 p.m.—Auction of Household Fur-

niture, at Mr. Geo. P. Lammer's Sales

Room.

Noon—Auction of 1 Oldsmobile Car, at

Mr. Geo. Lammer's Sales Room.

General Memoranda.**TUESDAY, July 11.**Goods per *Pakhar* not cleared at 4

p.m. on this date subject to rent.

WEDNESDAY, July 12.Goods per *Denbighshire* undelivered after

this date subject to rent.

Goods per *Japan* not cleared at 4 p.m.

on this date subject to rent.

THURSDAY, July 14.

3 p.m.—Auction of Leasehold Property

at Messrs Hughes & Hough's Sales

Room.

FRIDAY, July 15.

12.30 a.m.—Meeting of The Hongkong

Electric Co., Ltd., at Co.'s Office.

MONDAY, July 17.

11 a.m.—Auction of 300 Logs Hardwood

at No. 3, Wing Wo Chan, Mongkok.

3 p.m.—Auction of Leasehold Property

at Messrs Hughes & Hough's Sales

Room.

3 p.m.—Auction of Leasehold Property,

at Messrs Hughes & Hough's Sales

Room.

FRIDAY, July 21.

2 p.m.—Auction of Valuable Leasehold

Property at Messrs Hughes & Hough's

Sales Room.

THE CHINA MAIL.

HONGKONG, FRIDAY, JULY 7, 1905.

EDITORIAL COMMENT.

The third test match

between Australia and

England has been played

—but not won or lost, as the time

limit insisted upon by the Home au-

thorities has allowed the Australians to

emerge from the contest with honours

even, though even Australia's most

ardent enthusiasts must admit that

England was in much the better

position when the match terminated.

A feature of the game was the admirable

batting of Mr. F. S. Jackson and Mr. J.

T. Tyldesley, the former compiling 144,

not out, in the first innings, and the

latter reaching the even century in the

second innings. Both scores were of

inestimable value to England, for with

the exception of Hayward's 60, none

other of England's team reached the

fifties. On the first day with a slow

wicket the Englishmen compiled 301

runs, which can be considered as fairly

good scoring. The wicket seems to

have improved on the second and third

days, although the progress would

appear to have been somewhat slow on

the second day, but on the third day we

find it was fast, and a fast wicket is con-

ducive to high scoring. The rate of scor-

ing appears to have been fairly even,

though the Australians' wickets fell with

greater rapidity than the Englishmen's.

At the close of the second day's play

England had 275 runs to the good and

had eight wickets still to fall. Their

position was solid and victory seemed

assured. On the batting of the

Australians in the previous test mat-

ches and their form in the present

match it appeared improbable that

they would be able to equal even this

amount in the second innings. Mr

Jackson, however, allowed his side to

remain at the wickets until an addi-

tional 126 runs had been added,

leaving the Australians with 401 runs

to get to win. It may be fairly

assumed that these additional runs

were not scored in less than one hour

and a half, probably a little more, which

would leave the Australians four hours

and a half, or under, to reach the

requisite total. The task appeared to

be beyond their powers, and their only

hope left was to make the game a

drawn one. Their rate of scoring must

have been steady, seeing that in the

time at their disposal they only

aggregated 224, and that on a

fast wicket. Noble proved to be

the mainstay of the Australians, and

this is not the first time he has been

so—but he received assistance from

Hill, Armstrong and Gregory. The

latter player, who scored 32, not out,

has almost earned the name of veteran,

judging from the number of times he

has represented Australia, but he is

still comparatively young. At times he

plays dashing cricket, but in emer-

gencies has plodded steadily along,

content with keeping his wicket up and

allowing his partners to do the run-

getting. This may have been the case

with the present match—in the absence

of more definite information we may

assume it was so. Warren's bowling

feats will be welcomed heartily by all

his friends, and especially Derbyshire

enthusiasts, for Warren has played for

this small county for a considerable

length of time, and locally has been

long considered as worth his place in

the all-England Eleven. His success

on his first appearance will, therefore,

be all the more acceptable to cricketers

in the county mentioned. Now that

two out of the three test matches have

resulted in drawn games it is to be

hoped that the M. C. C. will

receive and consider in a more

liberal spirit the contentions put for-

ward by those in favour of playing out

the test matches. It has been argued

that the loss of time which would be

entailed by allotting five days or more

to each of the five test matches would be

detrimental in the extreme to county

cricket, especially in view of the short-

ness of the English season. There is

undoubtedly reason in the contention,

but then instead of five test matches the

number could be reduced to three. At

present there are five test matches—four

of three days each, the fifth of five

days. That takes up from fifteen to

seventeen days, with three test matches

of five days each, the time consumed

would be fifteen days, and that is one

of the arguments put forward in support

of the contention. We hope to see an

alteration made in this respect when the

next Australian Eleven visits England.

The names of the Japanese leaders, read

as Russian words, have all plain meanings

—Nogi, legs; Oku, eye. *Togo* may berendered, 'that there,' while *Oyama*

means 'Oh, a pitfall,' out of which the

following epigram is made:

We Russians have no legs (Nogi) to get

around the Japs.

We haven't got an eye (Oku) to ferret out

their traps;

We haven't got that *Togo* (touching

the forehead) indispensable to win.

So now we've got to cry 'Oh, what a hole

we're in! (Oyama).

LOCAL AND COAST NEWS.**Quarantine Restrictions.**

The following telegram has been re-

ceived from H.B.M. Consul, Chefoo,

Colonial Secretary, Hongkong, dated 1st,

July, 1905:—Quarantine on arrivals from

Hongkong.

Band at Hongkong Hotel.

By kind permission of Colonel W. G.

B. Western, C.B., and Officers, the Band

of the Second Battalion 'The Queen's Own'

(Royal West Kent Regiment) will play the

following programme of music during

dinner at the Hongkong Hotel, on

Saturday next, 8th July, 1905. Owing to

the band having a later engagement the

band hours will be from 7.30 p.m. to 8.45

p.m. instead of the usual time:—

March—'The Royal Arthur' McKay

Overture—'Sous le Vent'—Sous

Valse—'Mondnacht Am Rhein'—

Volledet—'Haddon Hall'—Sullivan

Mazurka—'La Czarine'—Ganne

The Dances—'The Dances'—Turner

Captain Pybus—When you found the ship would not start and trial to let go anchor?—I was confident she would go round.

There must have been a time when you could see the anchor?—No, I could not see it. I was on the deck.

The first mate was clearing the anchor. Witness explained the method of securing the anchor and said that it would take about four minutes to get them clear; they could not be let go with a run.

Referring to the chart and log book witness said he had them and his watch to care them. He said the log book, but not the chart, which he thought must have slipped from him when the captain broke. They kept a log also, but that also was lost.

Captain Pybus—How did the mate have time to write up his private log up to the time of stranding? Did he sit down at the time you were running out anchors, etc.?—No. That was written up when he got back to Hongkong.

How was your ship heading when she stranded?—West by north.

And when she got off the rocks?—I cannot say.

Captain George—Do you know the sailing qualities of your ship in ballast trim?—No.

Were you on deck at 4 a.m. when the second officer relieved the first officer?—No. As I explained I had ricked my back. Are you quite sure you were not on deck then?—I cannot be positive to that.

Did you leave any orders with the chief for the second to call you?—Yes, to call me when land was sighted. The second officer communicated with me through the night, and I went on deck at 6 o'clock, and land was then in sight. I kept close into land because I was confident I could go about.

You did not know the qualities of your ship and yet you tried?—I knew very well that a ship of her class should go round. When she paid off the tide caught her and prevented her from going faster.

When the "Robert Cooke" took you to land you anchored in 12 to 13 feet of water; what is your draught?—14½ feet. We let go anchor sooner than the Captain wanted.

Could the second officer have got at the charts whenever he wished to?—Yes.

Captain Robert—Was it the dock log or your official log that you lost?—Both of them. The dock log was lost while the crew were in the boats.

To the "resident"—This was the first time I had the ship in ballast; when fully loaded she could sail well.

Mr Wilkinson put in certificates of the previous service of the Captain in the service of Messrs Shaw, Saville and Company, and also as master of "Narcissus," in which vessel Captain Chamberlain had been for 13 years.

In answer to a question by Mr Wilkinson witness denied being drunk on July 31. He stated he was perfectly sober when he left Hongkong. He took a glass of whisky occasionally, but could not drink much spirits, and a few years ago he was snowed-blind, and he went strong on spirits now.

He would become completely sober. He explained that when being towed out of Hongkong harbour it was raining at the time—he slipped and fell against the sky-light, thus ricking his back. When he ordered the crew to set sails while the vessel was on the rocks they refused to obey him.

Mr Pybus—He gave the order through the chief officer.

Charles Mitchell, A.B. of the "Trawanaco," was next examined. He said:—On the morning of May 31 I went to the wheel at 6.35. While at the wheel I noticed the captain acting in a peculiar manner—not as he should do if sober. When we were leaving the harbour it was raining heavily. I was relieved from the wheel at 8.30 a.m. and later on at 11 a.m. I noticed the captain falling down on the poop in front of the man at the wheel—Senior apprentice Gordon. We all called the attention of the Chief Officer to it while on the fo'castle head.

Mr Wilkinson—He can only speak for himself not for the crew!

The President noted the objection. Witness—The wind was variable, and during the afternoon we set the red of the sails. At about 9.30 that night we "warped" ship; I was on the lookout at the time. At 6 a.m. on June 1 I went to the wheel again, when the ship was heading north-east by north, and was on the starboard tack, being at the most three miles from land. We were making about three knots per hour. The wind was about two miles on the starboard bow, and there were very small islands on the port beam. The land on the starboard bow was like a bay with a point running out, and there was also a point of land on the port bow. At 6.30 while the captain was on deck—the ship commenced to break off, owing to the wind veering to the west. At 7.10 a.m.

The President—You are very accurate in your times.

Witness—The clock was right in front of me. The man at the wheel was to watch the clock. At 7.10 the Captain ordered me to strike seven bells. The Captain asked me how the ship was steering and I replied that she carried a lot of lee helm. At 7.45 he told me to strike eight bells. After telling me to strike seven bells the captain went below, returning to deck at 7.30. At 7.45 a.m. he told me to put the helm "hard-a-lee." The ship came up three points to the wind, but refused to come any further. The land was very close, on our port bow—at the most half-a-mile distant. When the captain saw she would not come up in the wind he gave me the order "Put the helm hard-a-lee," which I did. He then had the cross-jack and main yards squared. The ship was gathering headway and as she headed N.W. she ran on to the rocks, giving a sudden bump, her jibboom almost touching the cliff. I remained at the wheel until the second mate called me to give him a hand with the Hobbart. I expected her to ship off—I could hear no grunting as she went. Shortly after I left for Hongkong with the second mate. When I got back in the tow boat—the "Robert Cooke"—on June 3 at 7 a.m. the captain came alongside the tug in a lifeboat and told the captain of the "Robert Cooke" that he was too late, the bottom was out of the ship and he was unable to proceed. Then the Chief Officer of the "Robert Cooke," Mr Purves and another gentleman, together with the boat's crew which returned from Hongkong went to look for themselves, there being nobody on board at that time. When we were leaving the ship some of those in the boat made a rush for the gangway to get on board.

The President—Well, does that matter?

Witness—Yes, when a ship's abandoned. When I saw that I made a dash myself and got on board first. I thought that if others not belonging to the ship, got on board first they could claim the ship as being abandoned. There was nobody on board; I could see the other boat near the "Lika." When we got on board there was no one to give orders. Mr Martin, of the "Robert Cooke," said to Captain Chamberlain—Why don't you get the tow rope out? I then said to Captain Chamberlain—Why don't you get the tow rope out? The Captain replied: This note is your longest mate of this ship. I appoint the second officer mate. We were waiting for orders. We did not know what rope

they wanted, the thirteen inch wire spring or the rope alone. We were then told by the master to unhackle the spring and put the rope over the starboard low. After we made the tow-line fast the Captain told his hands to take to the boats. All the crew were not on board, one or two were in the boats baling out. The Captain and Chief mate remained on board. When the "Robert Cooke" came off we noticed that the ship came off easily.

The President—Well, you were away from the Captain from that time. You have no further evidence to substantiate your charge.

Witness—We asked for this inquiry because the Captain charged us with cowardice.

I have often seen the captain under the influence of drink; he was under the influence of drink all that morning. I can tell whether a man is under the influence of drink or not by his actions, by his walking or talking. The Captain did not go on board the "Robert Cooke," he remained in a boat alongside. On the morning of the stranding of the ship the captain held on too long as the ship would not stay; she was carrying her helm half way to lee.

Proceeding.

SUPREME COURT IN BANKRUPTCY.

(Before Sir Francis Pigott, Chief Justice.)

A BANK IN DIFFICULTIES.

The Lai Hing Firm ex parte Ma Leung Po, public examination. Ma Fat Ting, managing partner, said the business was a goldsmith's shop and native bank. There were several partners, who were all away from Hongkong. The business had been in existence some score of years and the shares were originally 100, being taken over by him in 1893 at 100. The business was gold-leaf buying and lending money, and the average amount received during a year was about one or two million dollars. The money owing to creditors was \$988,416, due for money deposited in the bank. While the assets amounted to \$1,200,000 odd. Large sums of money were lent to various persons and concerns, on long-term borrowings being the Wong Fung Company, controlling the Wai-sing Interiors of Kwangtung province. One amount borrowed was \$115,787, but last year some hundreds of thousands were lent. The Wong Fung would pay back the money, but it was difficult to get other money in whilst credit was pressing.

The examination was postponed for a week.

A SANITARY PROSECUTION.

Badly Drained Ground.

At the Magistracy, this morning, before Mr G.N. Orme, Sir Paul Chater was summoned by the Sanitary authorities for neglecting to comply with a notice issued by the Sanitary Board requiring him to properly drain a piece of land occupied by him at Cadogan Street, Kennedy Town.

Mr J. Orange appeared in answer to the summons to represent Sir Paul Chater, and Dr Pearce, M. O. R., at whose instance the prosecution was instituted, represented the Sanitary Board. He said that the trouble was one of long standing. Correspondence between Sir Paul Chater and the Sanitary Board concerning the condition of the ground had been going on for nearly two years. In May, 1903, a notice was served by the Board requiring that the land should be properly drained and pointing out that it was partly covered by pools of water. Some work was done, but another letter was forwarded to the owner pointing out that it was insufficient, and later still another letter was sent calling attention to the unsatisfactory way in which the work had been done. A reply was received from Messrs Leigh and Orange who said that the nuisance was due to some work that was being carried out by the Public Works Department. The matter was allowed to stand over for some time as there appeared to be some grounds for this statement, but later he became convinced that the trouble was entirely due to the negligence of the owner and that he had no excuse for not complying with the requirements of the Board. A second notice was then served on Sir Paul Chater, and after he (Dr Pearce) returned to the Colony from holidays at Hono he found that the ground was still in the same condition and the nuisance still existed. Just before Christmas last year he met Sir Paul Chater in the presence of Mr Orange, who was then instructed that the work was to be done at once. Nothing, however, done to remedy the nuisance, and later he saw Mr Orange and he said that he had forgotten to attend to the matter and again promised that the work would be undertaken. Some work was then done on the ground by a few irregular and untrained drains being cut and an old one cleaned out but this was insufficient and it was then decided to prosecute.

On visiting the place yesterday he found several pools of water. He thought it was an extremely unsatisfactory way in which the work had been done, in fact all that had been accomplished might have been the result of the efforts of a coolie at 40 cents per day. Warning after warning had been given and he would now ask for the maximum penalty.

In evidence Dr Pearce stated that he visited the place yesterday and was of the opinion that the pools of water on the ground were a menace to the public health because of the breeding ground that they supplied for mosquitoes. He did not find any mosquito lairs yesterday but had done so on other occasions. Some of the pools were a couple of feet long and as many inches deep. Inspector Conolly also gave similar evidence.

Mr Orange denied that the pools of water were the size represented by Dr Pearce and said that when he inspected the place yesterday after the rain he did not find any pool that was two feet long or an inch deep. The matter had given a great deal of trouble to both parties and he would promise that within the next three months the surface of the ground would be raised at least three feet above the present level. This would ensure its thorough drainage.

On this undertaking Mr Orme ordered that the work should be commenced within 14 days and completed within three months, and further, ordered the defendants to forfeit \$10 per day up to the time of its completion if the order was not complied with in that time.

THE PEACE PROBLEM.

Intimidating Ito.

(From Our Correspondent.)

Tokyo, June 25.

It is pretty generally accepted that in a multitude of counsellors there is found wisdom, but if all the counsellors speak with an exceeding loud voice at the same time and urge divergent advice the hapless recipient of this conflicting sagacity is apt to become slightly confused.

This is the position of the Japanese Government just now. We, who are well-versed in the island empire, are more or less apprehensive now than at any other stage of the war; this is the real crisis. For all time Japan has proved her prowess in the field, but her diplomacy, through it brought her splendidly through the French neutrality difficulty, is still upon its trial.

In my last letter I commented admiringly upon the sanity with which the people of Japan hailed the victory of the Tsushima Straits. Not one iota do I wish to modify that view in speaking of the country as a whole, but many of the recent utterances of publicists who have a considerable vogue supply food for fear. Human nature is the same in any part of the world, and a certain degree of exaltation of spirits was to be anticipated after the floating menace of the East had been swept from the face of the waters. This has been manifested in the schools of peace propositions which fill the newspapers. It cannot be said of the majority that they err on the side of generosity. Undoubtedly Japan owes it to herself to clip Russia's wings so close that she will not be able to essay another war flight after a brief period of recuperation. But almost without exception these amateur peace commissioners fail to appreciate that the imposition of unduly oppressive and humiliating terms upon Russia is the surest way of ensuring that when that war comes it will be waged by a united Russia. Only in one or two quarters have I detected signs that the broader view is being taken that the only certain way to prevent a ghastly aftermath is to now sow diplomatic seed that will in due time bring forth the fruit of friendship rather than the thorns of enmity. Unless Russia is dead to all better sentiments she is bound to feel and show gratitude if Japan permits her to extricate herself from her present humiliating position without losing face to an undue extent.

So far I have only spoken of elements which seem to make for future trouble. But there is comfort in the attitude of the Government. One recognises now the value of that inscrutability which drove frantic so many perplexed war correspondents at the beginning of last year. The Government remains calm and unperturbed and gives no sign what time the newspaper controversy on the peace question waxes and wanes, seemingly heedless of the expression of public opinion. But we know that every utterance which is of weight as reflecting the opinion of any responsible Parliamentary party or intelligent section of the community is carefully noted, and we are confident that any suggestions of value will be adopted, while those which are noisy presented will not receive serious consideration. Another hopeful circumstance is that one or two publicists of repute have had the temerity to publicly counsel moderation, and to ask the press and people not to embarrass the Government by being too precipitate. In particular General Viscount Takashima, whose loyalty and patriotism are far beyond question, has ventured to say that the exposure of the Seven Professors. Perhaps you have not heard that since the inception of the war the Government has been favoured from time to time with warnings and counsel from these seven gentlemen from their stronghold, the University. In parenthesis it may be remarked that Japan is no exception to the remarkable rule that the most bellicose suggestions are invariably made by the learned men of peace. The minimum terms acceptable to the patriotic seven are:—An indemnity of Yen three thousand million; the cession of Saghalien, Kamtschatka and Primorsk; the annulment of the Russian lease in the Liaotung Peninsula; no interference in any arrangement Japan and China may make as to Manchuria; the retention of the Chinese Eastern Railway and the land on which it runs; the transference to Japan of all the Russian warships as well as all the vessels used by the Russian navy in the harbours east of Singapore and the transference of all the Russian mines and buildings in Manchuria.

General Takashima makes the following delightful comment upon these proposals: "Moderation must be sought in demanding terms, something the worthy Seven Professors seem to have ignored. It is a favourite number for bands of heroic panegirists. We have the Seven Wise Men in the Wood and the Seven Gods of Felicity and now we are blessed with the Seven Professors. Their policy if pursued to its logical conclusion would mean the swallowing of the whole world. A delightful operation doubtless, were it within the range of any digestion!" General Takashima does not stand alone. There are others who in directing their attention more particularly to the indemnity question urge that the considerations that should animate Japan in fixing the amount should not be a desire to financially cripple Russia or to make her the heaviest indemnity ever paid by a vanquished nation but business-like resolve to recoup herself for the expenditure consequent upon the war and an allowance to cover the cost of the obligations which have come into existence since hostilities were commenced.

More plainly they contend that Yen one thousand million, which has been the actual expenditure up to date, should be demanded and also an amount which will cover the cost of keeping her army and navy up to the strength necessary in view of the right she has won to have a predominating voice in matters affecting Korea and Manchuria. The right without the might would not be of much use to her as she has learnt. If I may be allowed to prophesy I would say that I am confident that when Japan's terms are made public they will be found such as will commend themselves to every person who is not blinded by prejudice.

It was but natural that the name of Marquis Ito should spring to mind when Japan's choice of a Peace Commissioner was canvassed. Other men have come into prominence since then, but the master who framed the constitution which the country enjoys to-day is admittedly most entitled to the honourable but thankless position. He has refused to set and in view of his age no fault can be found with his decision. The nation will not lose the benefit of his ripe experience and unique knowledge of conditions in Europe and America, as the Commissioner whoever they are will have been with a distinct knowledge of the minimum terms which Japan will accept and there can be little doubt that Ito's advice will be largely acted upon when the Government decides upon the irreducible minimum. After all the actual conference itself is more of a picturesque than an important function. It is a question of peace or war will be determined and it will be determined before the conference and not after.

I spoke just now of the position of Peace Commissioner being a thankless one. Everyone knows that it was Marquis Ito who concluded the Treaty of Shimonoseki with China. The same man who was so foolish enough to hold Ito responsible for the present war because he agreed to the re-cession of the Liaotung Peninsula to China. One of these uninformed persons sent the Marquis a postcard recently in which he gave him the cheerful information that the writer would certainly assassinate him if he were selected as Peace Commissioner, as he had been a traitor over the Liaotung affair. Another gentleman, in an interview, which appears in to-day's Hoch, declares that the Marquis has at last done something for the weal of Japan instead of for her detriment. That was in refusing to afflict the country with his services at the Peace Conference. This kind of cheap sarcasm is hardly worthy of notice did it not lead to the fact that a section of the people that fail to see that Ito's action made it possible for Japan to fight a successful war in this century instead of being forced into a struggle for which she was utterly unprepared in the last.

JAPAN IN FUJIAN PROVINCE.

Preparing for the Future.

(From Our Correspondent.)

Amoy, July 1.

We are waiting with great anxiety for news of the great battle that is expected to take place before long in Manchuria. Our admiration is not merely for the pluck and soldierly qualities of the Japanese, but more especially for the administrative skill that they have shown in this gigantic war, in one that by no means diminishes with the lapse of time. It is my firm belief, however, that there are more surprises for the world than those that have already been supplied by the mastery and complete way in which preparations were made for the present campaign. We know that those were carried on for years, systematically, and with a thoroughness of detail that made victory an almost positive certainty.

The Japanese mind is an essentially organizing one, and just now in this region, with the same quiet perseverance and the same dogged persistency, they are working out commercial schemes that will result, when the war is over, and peace has been secured, in giving them a supremacy over all competitors no matter to what nationality they may belong. At the present moment Japanese agents, no doubt in the service of the Government, are sedulously working up the whole of the region lying between this place and Fochow for the purpose of finding out what are the trade possibilities and requirements of every city market, towns, and important villages that are scattered over this wide area. Maps, beautifully drawn up and extremely accurate, have already been designed and printed showing all the chief and even minor roads that intersect this province. The Chinese are suspicious and entertain a belief that the Japanese are simply planning to become masters of it. My own idea is that they have no such intention, however. They are simply getting ready for the day when their large fleet of merchant steamers will be set free by the signing of peace, when they will bring their manufactures, and their goods into places that they know by personal examination what their common commercial needs are.

Where are the English and the Americans? Not a man of them is to be seen out of the port, whilst the Japanese are perpetually on the move waiting for the time when they shall capture the trade. They deserve success, for they have worked for it with that enthusiasm that has known no weariness.

STEARNS' HEADACHE CURE can be obtained from all dispensaries (quickly by post). Never be without the Genuine.

Contracted Chronic Diarrhoea while in the Philippines. WHILE in the U.S. Army in the Philippines, I contracted chronic diarrhoea. I suffered severely from this terrible disease for over three years and the prescriptions of numerous physicians, but found nothing that did me any good until I tried Chamberlain's Colic, Cholera and Diarrhoea Remedy. Two small bottles of which entirely cured me and I have since had no return of the disease. HENRY BERRY, 212 N. Union Ave., Pueblo, Colorado, U.S.A. For Sale by All Dealers. WATKINS & Co., Ltd., General Agents.

THE WAR.

OPERATIONS IN MANCHURIA.

Moving on Vladivostok.

Our Tokio correspondent, writing on June 1, says:—Just as I was closing this letter a Japanese gentleman, who has on two or three occasions given me information which proved to be correct, called and told me to look out for news of the fourth army and Vladivostok.

I take this to mean that the army is not going to chance a termination of the war while the navy wears the most conspicuous laurels and that matters are being hurried on in Manchuria. The absence of any word from the fourth army strengthens this belief. It is also stated on good authority that a force of unspecified strength is even now on the seas and will land at Saghalien in a day or two.

As the possession of Vladivostok and Saghalien would enormously strengthen the hands of the Japanese Commissioners at the conference it is probable that a determined effort will be made to capture them without delay. I venture to think, however, from what I know of Vladivostok, that it will take some reducing.

INSURANCE HUMOUR.

Agent's Method with Chinese Ladies.

In a lively letter to his friends at home, the English representative of an insurance company in a Chinese port, tells of the devious ways by which an insurance proposal is approached.

'One of my agents,' he writes, 'comes in and says, "Please, master, wantches you come city side talkee one woman. Can take insure piddin." To which I reply "More better you talkee missisago come my side, catchee show (take dinner)." This being arranged, the lady arrives in her chair, accompanied by two maid-servants and her body servant. I have to go out and shake hands violently with myself, then walk backwards over the gangplank, while her maid helps her along. Her feet are perhaps 2½ in long, so progress is slow.

'Chinese ladies love to be asked how much everything costs, which is really a nice fashion, as they wear lovely stuff. She had gold bracelets up to the middle of the forearm, valued at £1,200, and pearls all over her hair, worth £5,000. Her coat of lovely light sherry-coloured silk took six months to weave, and cost a trifle of £80. She told me she had a No. 2 wife, her husband having four altogether.

'We have dinner of fourteen courses. She smokes cigarettes all the time, and I have to hand her every dish myself, and she has to rise and bow. She drinks port, sherry, beer, champagne (at 1s. 6d. a bottle), and then smokes a cigar. After dinner her maid gives her a silver basin, and her powder-box and comb, and she does her hair. Then I take her to the theatre and we eat nuts, oranges, and biscuits.

'The next stage is that I accompany her to a Chinese festival at a temple up the river. After seeing a procession of two thousand monks, we eat and drink from silver dishes and cups, and with gold chopsticks. There are sixty-six courses (believe it if you can), and they include shark's fin, birds' nests, doves' eggs, and other luxuries. We drink native wine and tea. Another houseboat arrives alongside, containing her husband and three singing girls, one of whom he will probably buy as No. 3.

'Look No. 2 if she is jealous, and she says, "No, not a bit," and asks me if No. 5 is really pretty in my judgment. It is all the queerest mixture of morals and manners. Up to now we have not even mentioned business, but after about three weeks' palavering she will eventually insure. It is a queer business, and one requires the patience of Job and a cast-iron digestion.'

THE Steamship ISCHIA, Captain COLLIER, will be despatched as above on TUESDAY, the 11th Instant, at Noon.

At Bombay the steamer is discharging in Victoria Dock. For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, July 7, 1905. 1314

THE Company's Steamship CHINA, Captain TOMANOVICH, will be despatched as above on SATURDAY, the 29th July, p.m.

This Steamer has capital accommodation for passengers, Electric Light and carries a Doctor. For information as to Passage & Freight, apply to: SANDEL, WIELER, & Co., Agents, Princes' Building.

Hongkong, July 7, 1905. 1312

THE Company's Steamship Glenagair, having arrived from the above ports, consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before 4 P.M. To-day.

No Fire Insurance will be effected. All Damaged Packages must be left in the Godown, and a certificate of the Damage obtained from the Godown Co. within ten days after the Steamer's arrival, after which no Claims will be recognised.

MCGREGOR BROS. & GOW. Hongkong, July 7, 1905. 1311

PERSONS when travelling should exercise care in the use of drinking water. As a safe guard it is urged that every traveller secure a bottle of Chamberlain's Colic, Cholera and Diarrhoea Remedy before leaving home, to be carried in the hand baggage. This may prevent distressing sickness and annoying delay. For sale by All Dealers. WATKINS & Co., Ltd., General Agents.

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TO-day's Advertisements

WANTED. TWO ROOMS, FURNISHED or UNFURNISHED. Apply, stating terms, to: Care of 'CHINA MAIL' Office. Hongkong, July 7, 1905. 1315

TO LET. FURNISHED HOUSE, CONDUIT ROAD. Apply to: 'D. A. B.' Care of 'CHINA MAIL' Office. Hongkong, July 7, 1905. 1318

NOTICE TO CONSUEERS. 'OLEN'—LINE OF STEAMERS. FROM LONDON, ANTWERP and MIDDLESBRO.

THE Company's Steamship Glenagair, having arrived from the above ports, consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

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To-day's Advertisements

BEFORE DECIDING ON THE PURCHASE OF A TYPEWRITER CALL AND INSPECT THE NEW MODEL

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For Particulars, apply to KELLY AND WALSH, Hongkong.

Or to the YOST TYPEWRITER CO., LD., 50, HOLBORN VIADUCT, LONDON, E.C.

Hongkong, January 8, 1904. 20-5

NOTICE. LANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRINSFORD, COLLARD & COLLARD, BROADWOOD, ALLISON, CHALLER and DORNER. And that GUARANTEED NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY.

LANE, CRAWFORD & CO. Hongkong, May 13, 1905. 1278

NOTICE. DR NEWELL WILSON, DENTIST, has REMOVED his Office from Watkin's Buildings to No. 2, PEDDER'S STREET, opposite the Hongkong Hotel. Telephone No. 540.

Hongkong, June 20, 1905. 1187

ST. JOHN'S CATHEDRAL, HONGKONG. 9TH JULY, 1905: 3RD SUNDAY AFTER TRINITY.

MATINS (11 A.M.) RESPONSES:—Ferial. VERITE:—Savage.

Shipping.

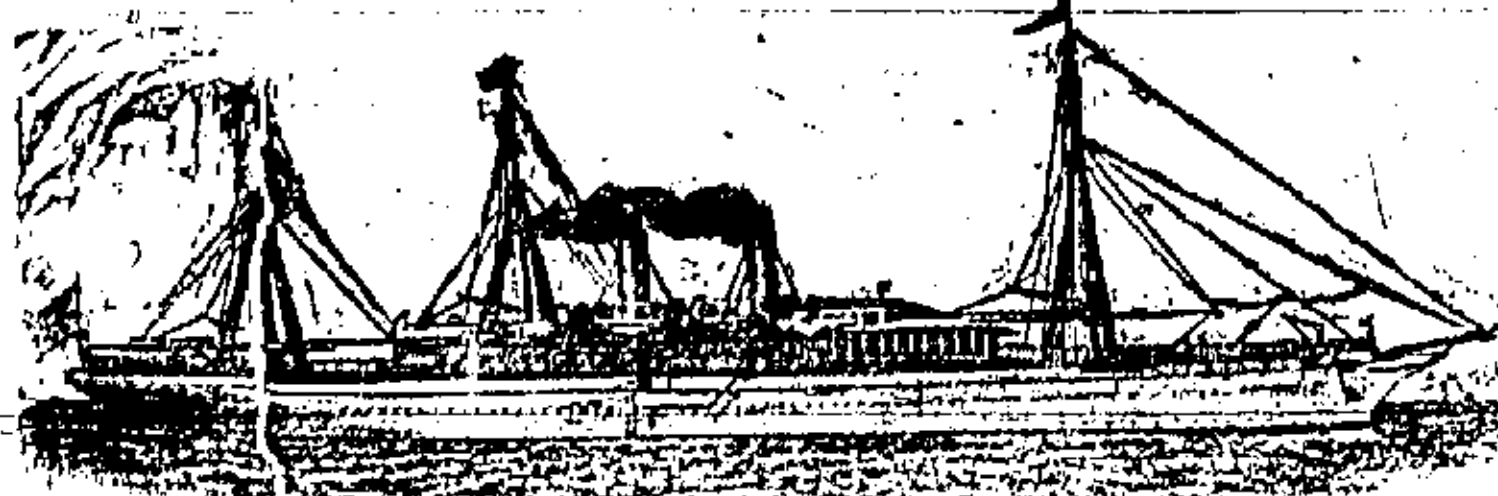
PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

| NAME | STEAMERS | TO SAIL ON | REMARKS |
|---|------------|------------------|----------------------|
| YHAMA VIA SHAI MOJI & KOBAYASHI (passing through the Inland Sea) | FESHAUWUR | 5 P.M., 8th July | Freight only. |
| LONDON & ANTWERP, VIA SUEZ, PANAMA, COLON, PORT SAID AND ALEXANDRIA | PALESTINE | 5 P.M., 8th July | Freight only. |
| LONDON & ANTWERP, VIA MANILA, SUEZ, PANAMA, COLON, PORT SAID, SUEZ & ALEXANDRIA | PALMA | About 12th July | Freight only. |
| SHANGHAI | COROMANDEL | About 12th July | Freight and Passage. |
| LONDON, &c. | SIMLA | 15th July | Sea Special |

For further Particulars, apply to L. S. LEWIS, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, July 7, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. Saving 8 to 7 Days across the Pacific.

R.M.S. PROPOSED SAILINGS FROM HONGKONG. (Subject to Alteration).
EMPEROR OF JAPAN, Com. E. P. YOUNG, R.N.R., 6000 Tons WEDNESDAY, July 12.
EMPEROR OF CHINA, Com. R. ARCHIBALD, R.N.R., 6000 Tons WEDNESDAY, Aug. 2.
ATHENIAN, Com. S. ROBINSON, R.N.R., 3882 Tons WEDNESDAY, Aug. 23.
EMPEROR OF INDIA, Com. E. BETHAM, R.N.R., 6000 Tons WEDNESDAY, Sept. 13.
TARTAR, Com. W. DAVIDSON, R.N.R., 4425 Tons WEDNESDAY, Sept. 13.Hongkong to London, 1st Class, via St. Lawrence £60. via New York £62.
Intermediate on Steamers, £40. " £42.
and 1st Class Rail, " £40. " £42.

THE magnificent "EMPEROR" STEAMSHIPS passing through the famous INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR and ATHENIAN carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further Information, Maps, Guides, Books, Rates of Freight and Passage, apply to D. E. BROWN, General Agent, PEDDER STREET, Hongkong, July 6, 1905.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOET, KORE & YOKOHAMA, FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL AT DAYLIGHT ON.

NUMANTIA 4370 PARKER July 16, 1905.

ARABIA 4483 MEYERTHIN Aug. 6, 1905.

ARAGONIA 5198 SCHULTZ Aug. 26, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.
Hongkong, June 24, 1905.

OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

| FOR | STEAMERS | LEAVING |
|--|-------------------------------|-----------------------|
| SHANGHAI VIA SWATOW, AMOY AND FUOCHOW. | OLARA JESSEN, Capt. BENDEXEN. | SUNDAY, 9th July. |
| TAMSI, VIA SWATOW AND AMOY. | PROTEUS, Capt. KRABBE. | SUNDAY, 9th July. |
| ANPING, VIA SWATOW AND AMOY. | PROMISE, Capt. THORSTENSEN. | WEDNESDAY, 12th July. |
| TAMSI, VIA SWATOW AND AMOY. | FRITHJOF, Capt. H. HARALDSEN. | SUNDAY, 10th July. |

ON account of the present state of political affairs, all the Company's New Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

* Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports. For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, July 5, 1905.

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO.

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NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

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VIA

MOJI, KOBE AND YOKOHAMA.

| Steamers. | Tons. | Captains. | To Sail. |
|-----------|-------|-----------------|----------------|
| PLIADIS | 3753 | F. G. Purington | About July 12. |
| SHAWMUT | 3608 | E. W. Roberts | About July 20. |
| TREMONT | 3608 | T. W. Ganick | About Aug. 8. |

Cargo only.

SHIP'S FAIR, EXCELLENT ACCOMMODATION, ATTENDANCE AND COUSINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA

For further information, apply to

Dodwell & Co., Limited,
GENERAL AGENTS.QUEEN'S BUILDINGS,
Hongkong, June 28, 1905.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.
MONTHLY SAILINGS FOR LIVERPOOL.TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL
EUROPEAN, NORTH AND SOUTH AMERICAN, WEST
AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

| FROM | STEAMERS | TO SAIL |
|-----------------------|----------|--------------|
| GLASGOW AND LIVERPOOL | KRENN | 10th July. |
| GLASGOW AND LIVERPOOL | PATROCUS | 14th July. |
| GLASGOW AND LIVERPOOL | PARING | 18th July. |
| GLASGOW AND LIVERPOOL | ACHILLES | 22nd July. |
| GLASGOW AND LIVERPOOL | ANTHON | 26th July. |
| GLASGOW AND LIVERPOOL | MACHAON | 30th July. |
| GLASGOW AND LIVERPOOL | CHRISTIE | 3rd August. |
| GLASGOW AND LIVERPOOL | ULYSSES | 7th August. |
| GLASGOW AND LIVERPOOL | OPACOR | 11th August. |

HOMEWARDS.

| FOR | STEAMERS | TO SAIL |
|---------------------------------|------------|--------------|
| LONDON, AMSTERDAM & ANTWERP | GLAUCUS | 9th July. |
| LONDON, AMSTERDAM & ANTWERP | HYEON | 13th July. |
| * GENOA, MARSEILLES & LIVERPOOL | TELEMACHUS | 20th July. |
| LONDON, AMSTERDAM & ANTWERP | AXAX | 1st August. |
| LONDON, AMSTERDAM & ANTWERP | IDOMENEUS | 15th August. |
| * GENOA, MARSEILLES & LIVERPOOL | SESTOR | 20th August. |
| LONDON, AMSTERDAM & ANTWERP | PARKING | 24th August. |

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

OPERATING IN CONJUNCTION WITH

THE NORTHERN PACIFIC RAILWAY CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL
OVERLAND COMMON POINTS IN THE UNITED STATES OF
AMERICA AND CANADA.

EASTWARD.

| FOR | STEAMERS | TO SAIL |
|---|----------|-------------|
| VICTORIA, SEATTLE, TACOMA, &c. | KRENN | 17th July. |
| all PACIFIC COAST PORTS, VIA NAGASAKI, KOBE & YOKOHAMA | MACHAON | 7th August. |

WESTWARD.

| FROM | STEAMERS | TO SAIL |
|--|------------|------------|
| TACOMA, SEATTLE, VICTORIA AND PACIFIC COAST | TELEMACHUS | 15th July. |

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 7, 1905.

CHINA NAVIGATION CO., LD.

| FOR | STEAMERS | TO SAIL |
|---|----------|------------|
| SHANGHAI | SHANGHAI | 10th July. |
| MANILA | TEAN | 11th July. |
| CEBU & ILOILO | SUNGLANG | 11th July. |
| MANILA, ZAMBOANGA, PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY & MELBOURNE | CHINGTU | 13th July. |
| CEBU & ILOILO | KAIPONG | 14th July. |
| KOBE | TAIWAN | 15th July. |

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.
* Taking Cargo on through bills of lading to all Yangtze & Northern China Ports.
* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

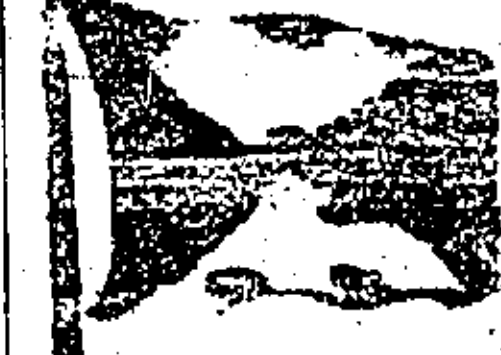
N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, July 6, 1905.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila—Saloon amidships. Electric Light—Perfect Cuisine—Surgeon and Stewardsess carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

| Steamship. | Tons. | Captains. | For | Sailing Dates. |
|------------|-------|--------------|--------|-------------------|
| ZAFIRO | 2540 | R. Rodger | Manila | July 8, at Noon. |
| RUBI | 2540 | A. H. Netley | Manila | July 15, at Noon. |

For Freight or Passage, apply to

Shewan, Tomes & Co.,
General Managers.

Hongkong, July 8, 1905.

HONGKONG—NEW YORK.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK, via PORTS AND SUEZ CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).



S.S. INDRAWADI About 31st July.

For Freight and further information, apply to

SHEWAN, TOMES & CO.,
General Agents.

Hongkong, June 29, 1905.

FOR NEW YORK, VIA PORTS AND SUEZ CANAL.
(With liberty to call at the Malabar Coast).

THE Steamship KENNEDY, will be despatched on or about TUESDAY, the 25th July.

For Freight, etc., Apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Freight Department, 4 Des Voeux Road Central.

Hongkong, July 6, 1905.

REGULAR

STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

With Liberty to Call at Malabar Coast.

PROPOSED SAILINGS FROM HONGKONG: STEAMERS. To SAIL. 1905.

ST HUGO About Aug. 4.

SHIMOSA To follow.

For Freight and further information, Apply to DODWELL & CO., LTD., Agents.

Hongkong, June 27, 1905.

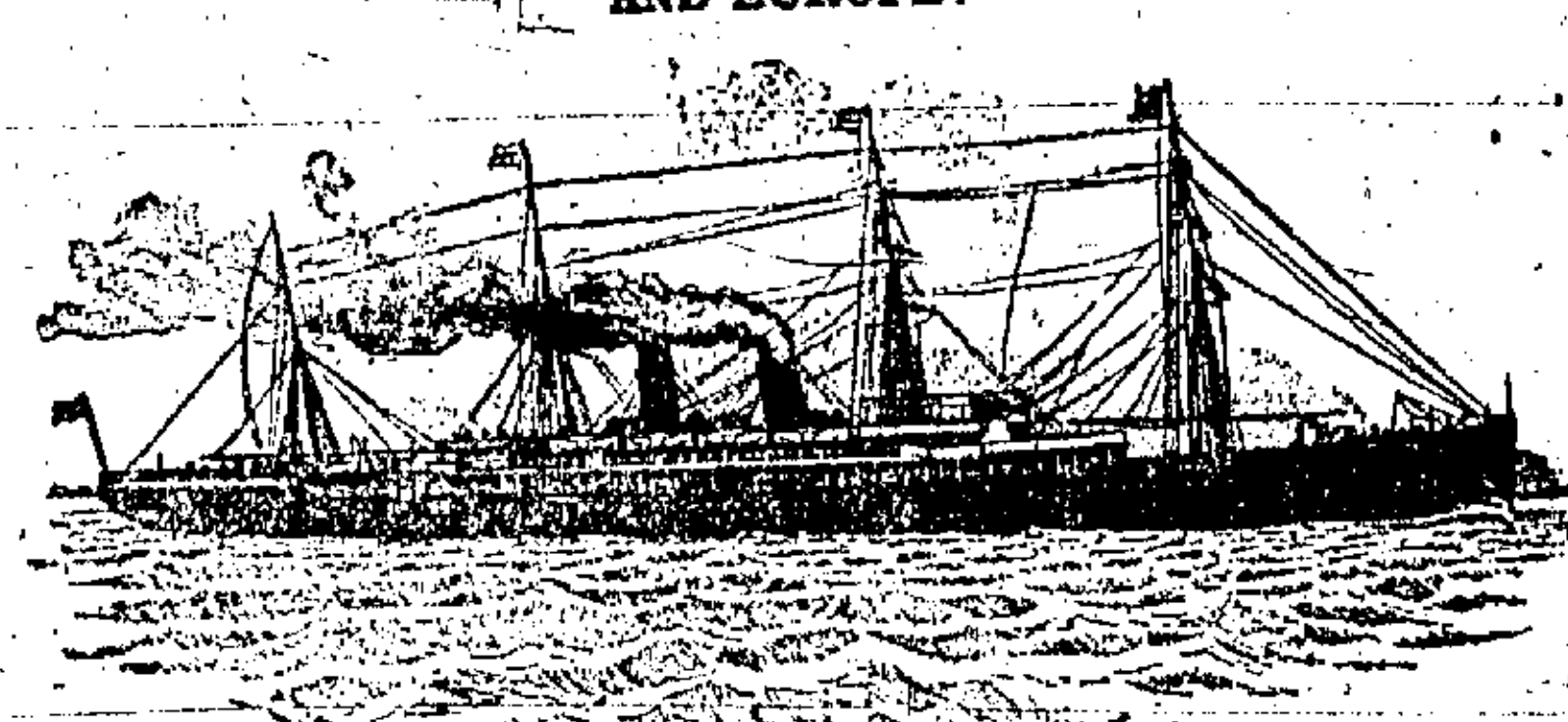
Shipping.

PACIFIC MAIL S.S. CO.,
OCCIDENTAL AND ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

U.S. MAIL LINES.

VIA HONOLULU.

TAKING PASSENGERS AND CARGO TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.



Only line taking the warm SOUTHERN ROUTE across the PACIFIC, via HONOLULU on OAHU, on the most fertile and beautiful island of the PACIFIC.

PROPOSED SAILINGS FROM HONGKONG.

| MONSIEUR | Gross Tons. | TO SAIL |
|-----------|-------------|------------------------------|
| MONSIEUR | 13,639 | TUESDAY, 18th July, at Noon. |
| CHINA | 5,000 | FRIDAY, 28th July, at Noon. |
| DORIC | 4,784 | FRIDAY, 11th Aug. at Noon. |
| MANGHURIA | 13,639 | FRIDAY, 18th Aug. at Noon. |
| KOREA | 11,276 | FRIDAY, 1st Sept. at Noon. |
| COPTIC | 4,562 | TUESDAY, 12th Sept. at Noon. |
| SIBERIA | 11,284 | TUESDAY, 28th Sept. at Noon. |

Record Trip Yokohama to San Francisco made by s.s. KOREA, 11,276 tons, Oct. 18th-23rd, 1902; 10 days, 15 hours.

THE P. M. Steamship MONSIEUR will be despatched for SAN FRANCISCO, via AMOY, SHANGHAI, NAGASAKI, KOBE, (ENLAND SEA) YOKOHAMA, and HONOLULU on TUESDAY, the 18th July, at Noon, taking Freight for the United States, and Europe. Passengers are allowed to break their journey at any point on route.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

For further information as to Passage and Freight, apply to the Agency of the Companies, QUEEN'S BUILDINGS, Hongkong, July 6, 1905.

S. SILVERSTONE, Agent.

INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG

(SUBJECT TO ALTERATION).

| FOR | STEAMERS | TO SAIL |
|---------------------------------|----------|-----------------------------|
| SINGAPORE, SOERABAYA & SAMARANG | ONSANG | SATURDAY, July 8, at 3 P.M. |
| + SHANGHAI | WONGSANG | TUESDAY, July 11, at 3 P.M. |
| TIENTSIN | WOSANG | MONDAY, July 17, at 3 P.M. |

* These Steamers have superior Accommodation for First-class Passengers, and are fitted throughout with Electric Light.

* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze Ports.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.,
General Managers.

755

SOUTH AFRICAN LINE OF
STEAMERS.

HONGKONG DIRECT (or via CHEFOO or CHIN-WAN-TAO) to DURBAN, NATAL.

THE following Chartered Steamers will run at Intervals of about 3 Weeks:—

| S.S. | Captain |
|---------------------|-------------------|
| S.S. SWANLEY | J. P. DAWSON. |
| S.S. COURTFIELD | J. W. MARTIN. |
| S.S. ORANLEY | W. E. SYLLE. |
| S.S. IRELL | M. ROBERTSON. |
| S.S. ARCTIC | C. E. COX. |
| S.S. LOTHIAN | J. G. WILLIAMSON. |
| S.S. INKUM | E. S. PEARSE. |
| S.S. SIKH | J. ROWLEY. |
| S.S. SOFALA | GET SHEPHERD. |
| S.S. INDRASHAMA | R. P. GRAVEN. |
| S.S. INDRAVELLI | J. CULLINGTON. |
| S.S. SEALDA | Capt. BROWN. |
| S.S. CATHERINE PARK | Capt. BROWN. |
| S.S. INKULA | DEAN. |

For Freight, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, February 2, 1905.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FUOCHOW.

THE Company's Steamship HAITAN, Captain ROBERT, will be despatched for the above Ports on SUNDAY, the 9th Inst., at 12 o'clock Noon.

For Freight or Passage, apply to DOUGLAS, LAFFRAK & Co., General Managers.

Hongkong, July 6, 1905.

MESSAGERIES
MARITIMES.

FRENCH MAIL STEAMERS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, EGYPT, MARSEILLES, LONDON.

HAVRE, BORDEAUX, MEDITERRANEE, AND BLACK SEA PORTS.

THE Steamship OCEANIAN, Captain COURIER, will be despatched for MARSEILLES on TUESDAY, the 12th July, 1905, at 1 P.M.

Passage Tickets and through Bills of Lading issued for above ports. Cargo also looked for principal places in Europe.

Next Sailings will be as follows: S.S. TOURANE July 25, 1905. S.S. TOULON August 8, 1905. S.S. ARMAND BEHRE August 22, 1905.

G. DE CHAMPEAUX, Agent.

Hongkong, June 27, 1905.

THE AMERICAN AND ORIENTAL LINE.

FOR NEW YORK AND BOSTON.

With Liberty to call at the Malabar Coast.

THE Steamship AFGHAN PRINCE, Captain MACFARLANE, will be despatched for the above ports on or about WEDNESDAY, the 12th July.

For Freight, apply to

ARNHOLD, KARBURG & Co., Agents.

Hongkong, June 28, 1905.

Shipping.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE. (Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship AUSTRALIAN, Captain MACARTHUR, will be despatched for the above Ports on WEDNESDAY, the 12th July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A duly qualified Surgeon and Stewardsess are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, June 15, 1905.



STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for DATA-VIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship SIMLA, Captain F. R. SUMMERS, will be despatched for the above Ports, on SATURDAY, the 15th July, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's s.s. Marmora, 10,500 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Suez and Valuable Mail Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed from Bombay by the R.M.S. Arabia, due in London on the 27th August.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

Hongkong, July 1, 1905.

NOTICES TO CONSIGNEES.

PORTLAND & ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP NICOMEDIA.

FROM PORTLAND (OR), YOKOHAMA, KOBE AND MOET.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Intimations.

MIYAKO HOTEL,
KYOTO, JAPAN.A NEW AND STRICTLY FIRST-CLASS HOTEL.
December 6, 1904.OSAKA HOTEL,
NAKANOSKIMA PARK,
OSAKA, JAPAN.

(TELEPHONE: No. 713, HIGASHI).

THIS HOTEL, which faces the River on Three Sides, is the only one in OSAKA
Catering for Foreigners.

ALL UP-TO-DATE COMFORTS AND EXCELLENT COUSINE.

R. EARI, Manager.

December 6, 1904.

THE SEASONABLE COMPLAINT.

ALMOST EVERYONE, AT THE END OF SUMMER, FEELS WILTED AND RUN DOWN. We wonder how we stood the heat of January and February so well, only to collapse when the weather is appreciably cooler. The reason is that the summer strain is just beginning to tell on us. We need to CLEAR THE SYSTEM OF POISONOUS WASTES, and to stimulate the Liver and Kidneys into action again.

LAXATIVE IS THE REMEDY.

IN CHOOSING AN APERIENT, we look for certainty of result, gentleness of action, and safety to the system. LAXATIVE, THE WORLD FAMOUS HUNGARIAN APERIENT, is the only one of all the hundreds before the public which meets the ideal conditions. It is recommended by Physicians as especially suitable for the use of ladies and children. TRY ONE BOX. THE PRICE IS ONLY ONE SHILLING. Prepared by the LAXATIVE CO., LTD., Budapest, Hungary.

Sold by all Chemists and Storekeepers.

CHAMPAGNE.

VEUVE CLICQUOT PONSARDIN

RHEIMS.

Maison fondée en 1783. WERLE & Cie., Sucors.

ENGLAND DRY SEC, ENGLAND SEC, DRY ENGLAND, (EXTRA DRY).

\$48 per case of 12/1 or 24/2 bottles.

When asking for 'CLICQUOT,' that is to say, for the genuine 'LA VEUVE CLICQUOT,' the public are cautioned against accepting other brands with closely resembling names and labels.

APPLY TO—

CHINA EXPORT-IMPORT & BANK-CIE,

SOLE AGENTS FOR CHINA AND JAPAN.

2, CONNAUGHT ROAD, HONGKONG.

Hongkong, May 9, 1905.

Notices to Consignees.

AMERICAN AND ORIENTAL LINE.

NOTICE TO CONSIGNEES.

STEAMSHIP AFGHAN PRINCE,

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN CO., LIMITED, whence and/or from the Wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th July, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th July, or they will not be recognized.

All Broken, Chafed, and Damaged Goods are to be left in the Godowns, where they will be examined on the 6th inst., at 3 p.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by ARNHOLD, KARBERG & CO., Agents.

Hongkong, July 1, 1905.

NOTICE TO CONSIGNEES.

THE PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY'S

STEAMER PESHAWAR.

FROM ANTWERP, LONDON, MALTA,

PORT SAID, SUEZ AND STRAITS.

CONSIGNEES of Cargo by the above-named Vessel are hereby informed that their Goods are being landed and placed at their risk in the HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY'S Godowns at Kowloon, where each consignment will be sorted out Mark by Mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M. To-day.

Goods not cleared by the 11th inst., at 4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

L. S. LEWIS,
Acting Superintendent.

Hongkong, July 4, 1905.

Insurances.

THE WESTERN ASSURANCE COM

PANY OF TORONTO AND

LONDON.

INCORPORATED A.D. 1851.

MARINE BRANCH.

THE Undersigned, having been appointed

AGENTS for the above are prepared

to accept Risks at Current Rates.

ALEX. ROSS & CO.

Hongkong, April 28, 1904.

FIREMAN'S FUND INSURANCE CO

OF

SAN FRANCISCO, CALIFORNIA.

STATEMENT to 31st DECEMBER, 1903.

ASSETS, GOLD.....\$5,888,820.37

Net Surplus, Gold.....\$2,156,118.50

Income, Gold.....\$3,470,797.53

FIRE BRANCH.

THE Undersigned, having been appointed

AGENTS for the above Company, are

prepared to accept Fire Risks at Current

Rates.

SHEWAN, TOMES & CO.

Hongkong, March 23, 1904.

NORTH BRITISH AND MERCANTILE

INSURANCE COMPANY.

TOTAL FUNDS at 31st DECEMBER, 1904.

I—Authorized Capital \$3,000,000

Subscribed Capital \$2,750,000

Paid-up Capital.....\$287,500 0 0

II—Fire Funds.....\$3,001,260 13 0

III—Life & Annuity Funds \$3,472,532 7 0

\$17,161,293 19 9

Revenues: Fire Branch.....2,056,713 1 8

" Life & Annuity.....1,632,216 3 4

Branches.....\$3,688,929 6 0

The Accumulated Funds of the Fire and

Life Departments are free from liability in

respect of each other.

SHEWAN, TOMES & CO.,

Agents.

Hongkong, June 29, 1905.

BRITISH-INDIA-STEAM NAVIGA

TION COMPANY, LIMITED.

FROM RANGOON AND STRAITS.

THE Co.'s Steamship Palamcottah, having

arrived from the above Ports, Con-

signees of Cargo by her are hereby informed

that their Goods will be delivered from

LITERARY NOTES.

[FROM HOME PAPERS.]

Do great wars produce great poetry? It is an interesting question, which is discussed in the final chapter of the seasonable volume which Mr Henry Newbolt, himself almost our premier battle-poet at the present moment, has published under the title of 'The Year of Trafalgar.' (Murray, 6s. net.) Mr Newbolt considers the theory that wars are the prolific seed of literature to be erroneous. 'There are conspicuous instances of great wars preceding or accompanying wild outbursts of literary genius, but the relation between the two is not that of cause and effect; rather they have both sprung from the same stirring of the national character, which, like a soil now fertilised, throws up a quick and vigorous crop of various kinds. If war and literature chance to be two of the simultaneous growths, war will in all likelihood be found to choke and overshadow literature, rather than to feed and support it.'

In the case of the Trafalgar period we certainly do seem to find much support for this view of the case. The early part of the nineteenth century gave us a national war for life and death, and a national outburst of the highest literary genius. But the two movements went on almost independently. The great poets and great writers seemed strangely unconscious of the tremendous struggle in which their countrymen were engaged. Wordsworth, Shelley, Keats, Coleridge, Byron were otherwise occupied. In the works of the first and last there are a few noble 'typical' poems, and striking allusions to passing events; but one might read their writings through, and hardly discover that England was at the crisis of her destinies, and absorbed in the longest and most arduous series of campaigns she has ever conducted by sea and land.

Whatever the cause, the greater singers did not find time or thought to turn aside and celebrate Waterloo and Trafalgar. The poetical tributes, such as they were, came from lesser men. The laureates of the supreme naval struggle were the respectable Campbell, and the fluent but uninspired Dibdin. When Mr Newbolt seeks for contemporary celebrations of Nelson's triumph, he has to turn to some frigid heroic couplets by Cunningham, and to 'Songs of Trafalgar,' by the Right Hon. J. W. Croker, M.P. It cannot be said that either Statesman was a poet; though Croker wrote much better, both in verse and prose, than his numerous contemporary and posthumous detractors were willing to admit.

High then the monumental pile, Erect, for Nelson of the Nile! Of Trafalgar and Vincent's heights, For Nelson of the hundred fights, Rear the tall shaft on some bold steep, Whose base is buried in the deep; But whose bright summit shines afar O'er the blue sea, like a star. Thither shall youthful heroes climb, The Nelsons of an after-time, And round that sacred altar swear, Such glory and such graves to share. As things went in 1805 this was not so bad. The Trafalgar poems have been improving in the subsequent hundred years. In 1836 that fair, and luckless p. ess, 'L. E. L.,' wrote a piece about Greenwich Hospital and Nelson, which opens with the following stanza:

'Silence is now upon the seas,
The silent seas of yore;
The thunder of the cannonade
Awakes the wave no more.'

Some forty years later we unexpectedly come upon a remarkably fine anniversary sonnet by—of all people in the world—Dante Gabriel Rossetti. Then there is another long interval, and we get the recent outbreak of Impressionist poetry, which produced Mr Newbolt's own striking sea-poem, 'The Hundredth Year,' 'The Fighting Temeraire,' 'The Old Superb,' 'Northumberland,' and the rest. For the moment, perhaps, high-water mark has been reached by Mr Thomas Hardy in the splendid, wild, imaginative poem of 'The Dynasts.' But it still remains true that the muse of Britain has not as yet found a worthy minstrel for the first of our British heroes.

Nelson, in this respect, has fared no worse, or better, than Marlborough. The great land-captain, like the great sea-captain, was badly treated by contemporary literature, and posterity has not yet made amends to him. All readers of Macaulay's famous essay on Addison will recollect his amusing account of the atrociously bad poems evoked by Marlborough's exploits. He has preserved one supremely ridiculous passage from oblivion:—

'Think of three hundred gentlemen, at least, And each man mounted on his sporting beast, Into the Danube they were pushed by shoals.'

Addison's own 'Campaign' made its author celebrated by comparison with the writers of these wretched productions, though it is a mere cold piece of academic verse, with nothing in the way of fancy or originality. But it could, at any rate, be read by men of sense without a smile or a shudder.

But it is not only the poets who have neglected the victor of Ramillies and Blenheim and Sedgemoor; the statesman-soldier who for a time almost dominated Europe, the most commanding personality

of his age. The historians and essayists have done him scant justice. There are the solid, and now forgotten, Lives of Cope and Alison, and the brilliant libels of Thackeray and Macaulay; and there is Lord Welsely's Memoir, which, unhappily, is only a fragment. But no one has yet done for Marlborough what Southey did for Nelson. One wonders, sometimes, why none of the many distinguished descendants of John Churchill has ever thought it worth while to see that an adequate biography is written of the great founder of their line. If Marlborough had been a French or a German, instead of an English, here, what a library would have been devoted to him by this time.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. AGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. 3.
SINGAPORE.—GORDON & GORCH, 15, Market Street, SINGAPORE.
HONGKONG.—GORDON & GORCH, 15, Market Street, HONGKONG.
SHANGHAI.—GORDON & GORCH, 15, Market Street, SHANGHAI.
YOKOHAMA.—GORDON & GORCH, 15, Market Street, YOKOHAMA.
Kobe.—GORDON & GORCH, 15, Market Street, Kobe.
Manila.—GORDON & GORCH, 15, Market Street, Manila.
Batavia.—GORDON & GORCH, 15, Market Street, Batavia.
Sourabaya.—GORDON & GORCH, 15, Market Street, Sourabaya.
Medan.—GORDON & GORCH, 15, Market Street, Medan.
Singapore.—GORDON & GORCH, 15, Market Street, Singapore.

PARIS AND EUROPE.—MAYENNE, 15, rue de la Harpe, Paris.

NEW YORK.—THE CHINESE EVANGELIST, 52, West 22nd Street.

AN FRANCISCO and American Ports generally.—BEAS & BLACK, San Francisco.

AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GORCH, Melbourne and Sydney.

HYAN.—W. M. SMITH & Co., The Automobile Co., Ceylon.

ATVIA.—H. M. VAN DORP & Co.

SINGAPORE, STRAITS, &c.—KELLY & WALSH, Ltd., Singapore.

PHILIPPINE ISLANDS.—A. S. WATSON & Co., Manila.

HINA.—AMEY, N. MOALL & Co., Limited, Poonah, BROCKETT & Co., Shanghai, LAY, CRAWFORD & Co., and KELLY & WALSH, Yokohama, Kobe, Cebu, and Manila.

Contractors.

KWONG FOK CHEONG

SHIP CARPENTER

BOAT AND LAUNCH BUILDER

ENGINEER AND BOILER MAKER

HAS EVERY KIND OF TIMBER FOR SALE

55, PRAYA EAST, HONGKONG.

Hongkong, March 20, 1905.

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AH-KING.

SLIPWAY

YACHT AND BOAT BUILDER,

CARPENTER, Painter, Plumber, Sailer and

Flag Maker; Brass, Copper and Blacksmith.

General Contractor.

PRAYA EAST, WANCHAI, HONGKONG.

Hongkong, February 13, 1905.

307

KANG ON & CO.

BUILDERS AND CONTRACTORS,

No. 30, D'AGUILAR STREET.

CONTRACTORS to H.B.M.'s Government, Admiralty and War Department, &c., &c. We keep always on hand the largest supply of Building Materials at

Cheapest Prices. We defy Competition.

Hongkong, March 10, 1905.

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KENG TAK CHEONG,

GENERAL CONTRACTOR

For Preparing

SITE, BUILDING AND REGULATION WORKS.

BLACKSMITH, IRON AND LIGHTER

BUTLER, MASON.

No. 33, D'AGUILAR STREET.

CONTRACTOR to the War Department, &c., &c. Every Order promptly attended to 1st Class Testimonials. Communications please address to Mr T. KENG.

Hongkong, March 22, 1905.

611

WING ON,

CONTRACTOR AND HOUSEBUILDER,

No. 34, D'AGUILAR STREET.

CONTRACTOR to H.B.M.'s Government, War Department and Admiralty, &c., &c. We keep always in stock a large supply of Building Materials at very reasonable Prices.

Hongkong, March 22, 1905.

614

SHUN LEE & CO.,

SHIP CARPENTER

BOAT BUILDER, BLACKSMITH & CARPENTER

All kinds of Timber for Sale.

No. 25, PRAYA EAST, WANCHAI, HONGKONG.

C. CHUNG HEE, Manager.

Hongkong, March 20, 1905.

592

K. Shiu Tai & Co.

HONGKONG & WEL-HAI-WEI.

HEAD OFFICE:—117-119, Des Voeux Road, HONGKONG.

NAVY CONTRACTORS, GENERAL

STOREKEEPERS AND BAKERS.

Wholesale and Retail in Provisions and Tinned Goods, &c., &c.

K. SHIU TAI, General Manager.

Hongkong, March 10, 1905.

511

Lam Woo & Co.,

(FORMERLY LIN WOO & CO.)

No. 12, LEE YUEN STREET (WEST).

CONTRACTORS & HOUSEBUILDERS.

CONTRACTORS to H.B.M.'s Government and War Department. We

have always in Stock a large Supply of Building Materials. All communications please address to Mr LAM WOO.

Hongkong, March 3, 1905.

400

TUNG LEE,

(Late TAY).

SHIPBUILDER, BOATBUILDER

AND

SHIPS CARPENTER.

BLACKSMITH AND CARPENTER

OFFICE at 37A, Des Voeux Road West, Wanchai, YAU MATI.

Hongkong, March 22, 1905.

612

TUNG ON,

CONTRACTOR AND BUILDER,

No. 25, D'AGUILAR STREET.

CONTRACTORS to H.B.M.'s Government, &c., &c. Communications please address to Mr TAN SENG. Also, every kind of Building Materials for Sale.

Hongkong, March 23, 1905.

624

Contractors.

A CHOO & CO.,

50, DES VOEUX ROAD, CENTRAL

GENERAL STOREKEEPERS.

NAVAL CONTRACTORS

AND

COAL MERCHANTS.

HAVE always on hand an Ample Stock.

Supplies executed at shortest notice.

Well-directed Steam-launches kept for

Pleasure parties and for Towing purposes.

PRICES VERY MODERATE.

TELEPHONE No. 180.

Hongkong, December 1, 1904.

1791

A WING & CO.

CONTRACTORS & HOUSEBUILDERS.

No. 76, QUEEN'S ROAD EAST.

ALL Communications, please address to

Mr ANDREW TSANG WING.

Hongkong, February 18, 1905.

356

SING YUEN,

CONTRACTOR AND HOUSEBUILDER,

No. 83, D'AGUILAR STREET.

CONTRACTOR to the P.W.D. from

1901 to 1902, and Admiralty, &c., &c.

We keep a large stock of Building Materials, also Timber at very Low Prices.

Hongkong, March 22, 1905.

613

SANG LEE & CO.

CONTRACTORS AND BUILDERS,

No. 50, DES VOEUX ROAD CENTRAL.

Contractors to H.B.M.'s Government.

We always keep a large Stock of BUILDING MATERIALS at Reasonable Prices.

Hongkong, February 29, 1905.

384

KWONG HEP LOONG

CO., LIMITED.

SHIPBUILDERS AND ENGINEERS.

BOILER MAKERS, BRASS AND

IRON FOUNDERS.

OFFICE:—No. 64, DES VOEUX ROAD

CENTRAL.

ALL Work done in this Establishment

is guaranteed. We have 32 years'

experience. Our Dry D

A STROKE OF PARALYSIS.

STAMPHILL'S SECOND OFFICER CURED BY DR. WILLIAMS' PINK PILLS.

MR WILLIAM GLENDHILL, second officer of the steamship *Stamphill* of Goolie, England, describes the Paralysis Stroke which laid him helpless, in these graphic terms:—

"We were moored alongside Goolie wharf at 2.30 a.m., when I felt a shock as though I had been struck in the back of the head. A pain shot through my left arm, down my side and into my foot. I thought I had been stabbed, but as I will explain, I had been struck with Paralysis. I don't think it is No. 1, but it has been for me."

"When the stroke came through me, I dropped, but getting hold of the railings with my right hand, I managed to crawl with one hand and one knee to my berth. I remained helpless for an hour, when I heard the second engineer come into the galley to make tea, and I called to him for help."

"I was supported to my home, which was fortunately close by—2, James-street, Bargo Dock Side, Goolie—on the shoulders of two men."

"My speech was so paralysed that I could not be understood. My left leg trailed helplessly. Three clever doctors all gave one verdict: I was paralysed down on side, and should never be able to work again. My wife, I have a wife and children to keep."

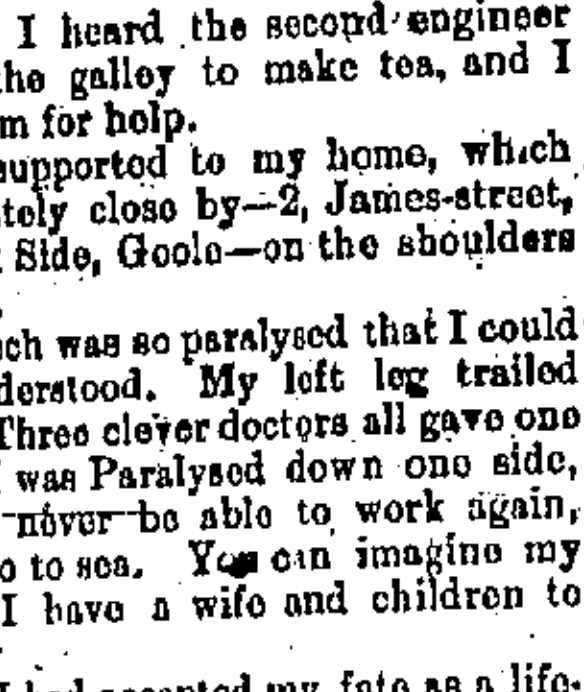
"When I had accepted my fate as a life-long cripple, a book left at the house described the cure of a Paralyzed man by Dr. Williams' Pink Pills. I tried them with wonderful results. After the very first bottle the Palsy in my arm ceased, and I have never had it since. Up to that time the arm had twitched all night long, and my foot also. After three bottles I was able to get out of bed and walk to my chair without assistance."

"After I had started Dr. Williams' Pink Pills I took no more of any other medicine. I gave the Pills a fair trial, though after this could give me no hope of a cure, I did not expect the wonderful results which were obtained. I am well and strong and following the sea just as well as I have never been Paralyzed."

"You feel convinced that Dr. Williams' Pink Pills, and nothing else, brought this about."

"Fully convinced," said Mr. Glendhill. "Occasionally now, when I feel a little out of sorts, after being a long time on my feet, I take one or two of the pills. I am right again almost directly. I never go to sea without them. I can move my left arm now just as freely as my right. I have used these pills for one of my sons, a delicate, bloodless lad of 16, apprenticed to a plumber. Since taking the pills he has developed a healthy appetite, and is progressing apace."

"Dr. Williams' Pink Pills have cured the most serious forms of nervous disorders, including Paralysis and Locomotor Ataxia, while thousands have testified to their value in St. Vitus' Dance, Sciatica, Rheumatism, Anemia, general weakness, loss of Appetite, general muscular weakness, and the ailments of women. Not a purgative, but a true tonic. Obtainable of most medicine dealers, also from Dr. Williams' Medicine Co., Holbrook-Valley, London, on receipt of 2s. 9d. for one bottle, or for six bottles 13s. 9d. post free."



A STROKE OF PARALYSIS.

STAMPHILL'S SECOND OFFICER CURED BY DR. WILLIAMS' PINK PILLS.

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SHIPPING.

ARRIVALS.

July 6.
Baron Fairlie, British str., 2,823, J. J. Ullstrom, Calcutta June 19, Coal.—GARDNER.
Jachia, Italian steamer, 2,734, Cagliolo, Bombay June 17, and Singapore 30, General.—CAGLIOLLO & CO.
Fri, Norwegian str., 680, N. G. Andersen, Haiphong July 4, General.—AAGAARD, THORSEN & CO.

July 7.
Palermo, British steamer, 4,908, E. G. Andrews, Yokohama June 20, General.—P. & O. S. N. Co.
Glenlogan, British steamer, 2,740, J. McGreggor, London and Singapore July 1, General.—McGREGGOR BROS. & CO.
Manica, British str., 2,618, R. Leslie, Shanghai July 3, General.—NIXON YUEN KAISHA.

July 8.
Holstein, German str., 985, A. Niojahr, Haiphong and Hoihow July 6, Rice.—JENSEN & CO.
Clara Jensen, German steamer, 1,103, J. Bendixen, Swatow July 6, General.—OSAKA SHOSSEN KAISHA.

DEPARTURES.

July 6.
Lydia, for Canton.

July 7.
Kashing, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 8.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 9.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 10.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 11.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 12.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 13.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 14.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 15.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 16.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 17.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 18.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 19.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 20.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 21.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 22.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 23.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 24.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 25.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 26.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 27.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 28.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 29.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 30.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

July 31.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 1.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 2.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 3.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 4.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 5.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 6.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 7.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 8.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 9.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 10.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 11.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 12.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 13.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 14.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 15.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 16.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 17.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 18.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 19.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 20.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 21.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 22.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 23.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 24.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 25.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 26.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 27.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 28.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 29.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 30.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

August 31.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

September 1.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

September 2.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

September 3.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

September 4.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

September 5.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

September 6.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

September 7.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

September 8.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

September 9.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

September 10.
Japan, for Shanghai.
Haimon, for Swatow.
Kohshang, for Hoihow.
Haimon, for Swatow.
Yuehnan, for Manila.
Yuehnan, for Shanghai.
Amara, for Swatow.

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